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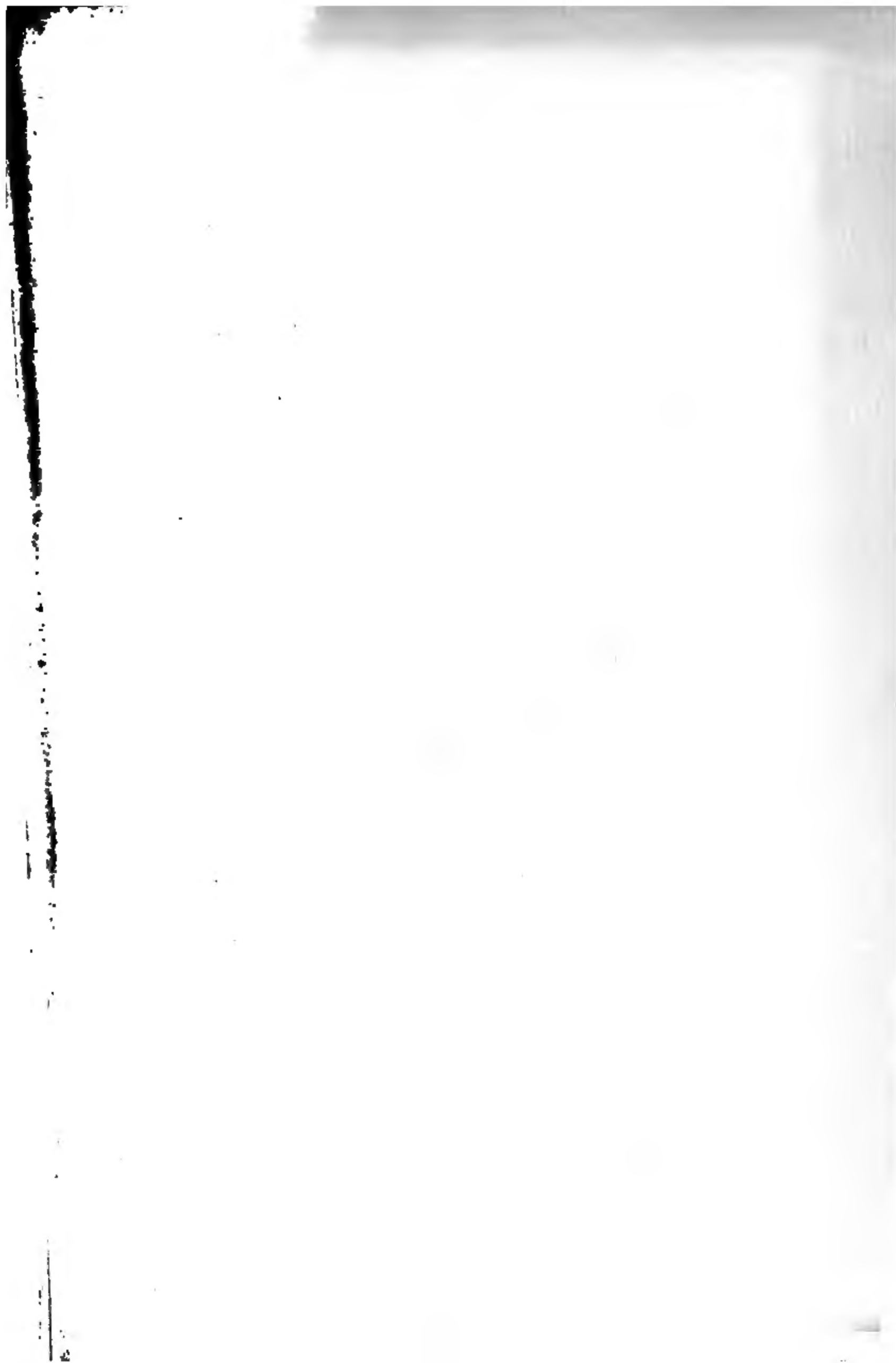
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12  
SIXTH ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION,

FOR THE

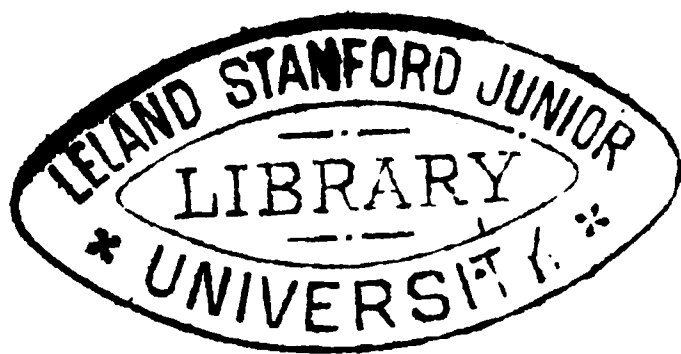
*YEAR ENDING JUNE 30, 1892.*



STATE OF NEBRASKA.

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LINCOLN, NEB.:  
STATE JOURNAL CO., PRINTERS.  
1893.



H2287

## REPORT OF BOARD OF TRANSPORTATION.

OFFICE OF THE BOARD OF TRANSPORTATION,  
LINCOLN, NEB., December 1st, 1892.

*Hon. James E. Boyd, Governor of the State of Nebraska,*

DEAR SIR: We herewith submit the Annual Report of the Board of Transportation of the state of Nebraska for the year ending June 30, 1892.

This year we have inserted in the report the annual reports of the different railroad companies in full, inasmuch as only synopsis of the same have been set out in the report of the Board for the last two years.

The last year has been a very busy one for this Board, as will more fully appear by reading the different complaints that have been made, and the action taken thereon. It is a matter of congratulation that every decision we have made has been final on the part of both the complainants and defendants, and also that the orders and directions issued have in every instance been complied with without unnecessary delay. A year ago the complaints were numerous in regard to the furnishing of cars for the shipment of grain; complainants setting forth the lack of cars, and, in a number of instances, of the manner of furnishing cars. While it is utterly impossible to make a fixed rule as to how the cars should be furnished shippers when there is a scarcity of cars, nevertheless we have taken each case and decided it upon the facts therein presented, and to the satisfaction of the shipper in every case.

The railroad companies, recognizing the demand for more cars, have, during the year, greatly increased their rolling stock by new and larger cars, furnished with all the modern improvements. While in former years a grain car of twenty tons capacity was considered a large car, now it is a common thing to see those cars of thirty tons capacity

In fact there has been a large number of cars added to the rolling stock of the different railroads of this state during the past year for the freight service alone. The motive power has also been increased by new locomotives of the latest improved pattern.

We have also included in this report various tables made from the items of the reports of the various companies, among which you will notice one entitled "Freight Traffic Movement." In this table we have made an estimate of the movement of the different kinds of freight moved by the different roads. While it is not absolutely accurate, owing to the fact that some of the roads do not keep the necessary statistics, still it is as near so as it can be made. We have estimated the movement of freight on those roads that do not report such items by taking the total of the different items of the roads that do report such information and then dividing the whole number of tons by the total mileage, finding thereby the number of tons of each kind of freight moved per mile, and then multiplying such result by the number of miles of road failing to so report. It will be noticed by this table that the tonnage of grain and its products, live stock and its products, and coal form the important part of the shipments of the roads, and any legislation that is done this year in regard to railroad matters should keep the interest of those items in view.

There are other tables also that furnish, in compact form, information that is valuable.

There has been organized in the last three or four years a convention of the different railroad commissioners of the states that have railroad commissioners, and an annual meeting has been held for the purpose of exchanging views of the different members, and to recommend the passage of laws to better regulate and control the railroads of the United States. Such conventions have been of great good, and results will necessarily follow that tend to solve the great question of the day, "How to so regulate the railroads that equal justice shall be meted out to the shipper and investor." The members of this Board have faithfully attended such conventions and taken part in their deliberations. The last convention demonstrated the fact that great interest was being taken in the movement, also that nearly all the states had the railroad commissioner system in one form or another.



## ERRATA.

The table showing the list of employes and their salaries should be corrected to show that the Union Pacific Railway Company and the St. Joseph & Grand Island Railroad Company report for the entire system. There is no way to accurately ascertain from the reports the number of employes in Nebraska. If figured upon the mileage basis the Union Pacific Railway would be as follows: Number of employes in Nebraska, 2,197; total yearly compensation, \$1,839,848. And for the St. Joseph & Grand Island Railroad: Number of employes in Nebraska, 169, and total yearly compensation, \$123,808. This, of course, is not accurate by any means, for the Union Pacific Railway doubtless employs as many men as this in Omaha alone. This would make the total employes in Nebraska 15,664, with a total yearly compensation, \$8,556,026.



## NEW ROADS BUILT DURING THE YEAR.

For the year ending June 30, 1892, there have been 51.24 miles of railroad built in this state, to-wit: The B. & M. R. R. R., from Beverly to Wauneta, 22.69 miles; the Missouri Pacific railway built 28.55 miles in its Omaha lines; making a total at this time of main line and branches in this state of 5,511.17 miles.

## CONDITION OF ROAD-BEDS.

The various road-beds in this state at the present time are in excellent condition. A large number of new ties and new rails of increased weight having been laid during the past year, the renewal of ties and rails amounting to about one million dollars.

## ROLLING STOCK.

There has been added during the year the following new rolling stock:

Locomotives.....	83
Cars in passenger service.....	64
Cars in freight service.....	5160
	<hr/>
Making a total of.....	5307

new cars and locomotives, all with the latest improvements, and increased weight and size. Besides this large sums have been expended in repairing and rebuilding the rolling stock on hand. Their reports showed last year only 12 per cent of their cars fixed with automatic couplers, while this year 38 per cent are so arranged.

## EMPLOYES AND SALARIES.

There are employed in this state by the railroad companies persons in the following capacities:

	Number.	Total Yearly Compensation.
General officers .....	227	\$360537
General office clerks .....	1716	562442
Station agents .....	818	523899
Other station men .....	1129	690725
Engine men .....	948	1258867
Firemen .....	967	751583
Conductors .....	589	683827
Other trainmen .....	1175	850045
Machinists .....	785	732864
Carpenters .....	943	699030
Other shopmen .....	3316	2210148
Section men .....	1080	642903
Other trackmen .....	4549	1656520
Switchmen, flagmen, and watchmen .....	777	616590
Telegraph operators and dispatchers .....	590	380358
Employes, account floating equipment .....	8	5181
All other employes and laborers .....	2858	1716069
Total .....	22475	\$14333145

Average daily compensation, \$1.74.

Respectfully submitted,

T. H. BENTON, *Auditor of Public Accounts,*  
Chairman,

J. C. ALLEN, *Secretary of State,*

J. E. HILL, *State Treasurer,*

GEO. H. HASTINGS, *Attorney General,*

A. R. HUMPHREY,

*Commissioner of Public Lands and Buildings,*  
*Board of Transportation.*

W. A. DILWORTH,

J. W. JOHNSON,

J. N. KOONTZ,

*Secretaries.*

DECISIONS  
OF THE  
BOARD OF TRANSPORTATION,

TOGETHER WITH

REPORTS OF THE SECRETARIES UPON COMPLAINTS AND PETITIONS  
COMING BEFORE THE BOARD AND SECRETARIES.

No. 151.

A. M. Remer, Complainant,	}
vs.	
Chicago, Rock Island & Pacific Railway Company,	
Defendant.	

Appearances : C. L. Hoover, attorney for complainant; Billingsley & Woodward and W. F. Evans, attorneys for defendant.

This action was founded upon a petition for an underground crossing under defendant's railway, where the same runs across plaintiff's land, to-wit, the southeast quarter of the southwest quarter of the northeast quarter, and the southeast quarter of the northwest quarter, all in section 21, town 14, of range 13 east, and the northeast quarter of the northwest quarter of section 28, in town 14, of range 13 east, of the sixth principal meridian, and is fully set out, so far as refers to the merits and prior actions of the Board, on page 46 of the Fifth Annual Report of the proceedings of this Board.

The action of the former Board of Secretaries was confirmed July 9, 1891, by the Board of Transportation, and said defendant ordered to put in a grade crossing with wing fences and cattle guards, as set

forth in said order, or to show cause within ten days why the same should not be done.

On the 17th day of July, 1891, the defendant answered setting forth that the Board has no jurisdiction over the subject-matter involved in the controversy, for the reason that the same has no relation to the public, and the public is in no way interested or concerned in the same, and defendant objects to complying with the order of this Board for the reason that there is no evidence to sustain the same.

By consent of parties this matter was set for hearing October 9, 1891, at 2 o'clock in the afternoon, at which time the following agreement was filed with the Board, to-wit:

*"Agreement and Stipulation between the Chicago, Rock Island & Pacific R. R. Co. and A. M. Remer, of Sarpy County, Nebraska.*

"Know all men by these presents, that this agreement, entered into this 12th day of December, 1891, between the Chicago, Rock Island Railway, party of the first part, and A. M. Remer, party of the second part: It is agreed, by and between said parties, that all matters and differences now pending between them before the State Board of Transportation of the state of Nebraska, and otherwise, are amicably adjusted and settled in full, upon condition and agreement herein set forth, conditionally upon the aforesaid company, party of the first part, erecting a substantial bridge twelve feet wide, protected by a railing on either side, and with a space of twenty-two feet existing between the bottom of said bridge and the road-bed; said bridge to be erected and built at such place as said A. M. Remer, party of the second part, may select on his farm in Sarpy county, Nebraska. Said company further agrees to build and erect said bridge across the roadway of said company within ninety days from date hereof. Said Remer shall provide approaches to said bridge and forever maintain said bridge; said company to fix the right of way fences to connect with said bridge, and to keep and maintain the same in good repair, the grade crossing at the end of the big fill on said premises to be abandoned and another bridge crossing opened at such point on said farm as said parties can agree upon, and within the time above stated for erecting said bridge. It is further agreed that after said company shall have built, erected, and made the bridge and crossing herein described, that said Remer shall not ask nor demand any further bridges or crossings to be made or maintained on said premises. This con-

tract and all conditions thereof is subject to the approval of the said Board of Transportation.

“(Signed) THE CHICAGO, ROCK ISLAND & PACIFIC RY. CO.,

“By W. G. PURDY, *Vice President.*

“M. A. LOW.

“A. M. REMER.”

The parties requesting that the same be taken as a compliance with the order of the Board; and afterwards, to-wit, on the 6th day of January, 1892, the Board of Secretaries made the following report: “That the contract, as presented by the parties, be taken as a compliance with the order of the Secretaries in regard to making the crossing on the Remer place in such a condition as to be safe for the public, and that the case made by the Board of Secretaries against the Chicago, Rock Island & Pacific Railway Company be held in abeyance until this contract is complied with, and that if fully complied with then the case be dismissed.”

The Secretaries having been notified that the contract had been complied with, the case is hereby dismissed.

No. 155.

The City of Pawnee City,  
Neb., Complainant,

vs.

Chicago, Rock Island & Pacific  
Railway Company,  
Defendant.

Appearances: H. C. Lindsay, attorney for complainant; W. F. Evans and L. W. Billingsley, attorneys for defendant.

The report of the Secretaries to the Board of Transportation, being a complete history of the case, is herein set out in full, and is as follows, to-wit:

On the 28th day of April, 1891, a complaint was filed in this office setting forth that plaintiff is a municipal corporation of the state of Nebraska, and that defendant is the successor of the Chicago, Kansas & Nebraska Railroad Company.

That in the fall of 1886 plaintiff granted defendant the right of way through and upon certain streets and alleys in said city, and, amongst others, across Butler, Chestnut, and Walnut streets; that in

crossing Butler street defendant made a cut 12 feet deep, and across Chestnut street a fill of from 15 to 18 feet, and across Walnut street a fill of 2 to 6 feet, entirely cutting off and stopping all travel across said streets; that said Butler, Chestnut, and Walnut streets were the main traveled streets in their part of the city; and a prayer for proper relief.

That though said railroad has been in operation for about four years, the said company and its successor have failed to build and construct a crossing across Butler, Chestnut, and Walnut streets, although often requested so to do; that citizens living in the neighborhood of said streets are greatly damaged and inconvenienced on account of the failure of the defendant to construct said crossings.

That on January 26, 1891, a petition signed by L. A. Wheeler and over one hundred others was presented to the city council of Pawnee City, praying said council to take the necessary steps to compel defendants to construct a bridge on Butler street over its track.

On February 11, 1892, J. N. Shepherd and over one hundred other persons presented their petition to said city council, praying it to take the necessary steps to compel defendant to open up Walnut and Chestnut streets.

That on the 9th day of March, 1891, said city council, by resolution, ordered and directed defendant to build a bridge over its track on Butler street, and to open up Walnut and Chestnut streets, and that defendant has failed to comply with any part of said order.

Proper notice having been served on the defendant on the 12th day of May, 1891, the defendant answered; that it admitted its incorporation, and that it was the successor of the Chicago, Kansas & Nebraska Railroad Company; that in the fall of 1886 said city, by ordinance, granted the right of way to the Chicago, Kansas & Nebraska Railroad Company across certain streets and alleys in said city; and that the said company, by privilege thereof, constructed its road across said streets and alleys, upon the route designated by said ordinance.

Denies that it has failed to construct the necessary and suitable crossings in said city.

Denies that said road is constructed over or upon any part of either Walnut or Chestnut streets.

That there is no demand for the bridge over Butler street or either of the crossings on Walnut or Chestnut streets asked for.

That this Board has no jurisdiction to hear and determine this matter.

A certified copy of the answer of defendant was sent to the plaintiff's attorney, and, upon his request, hearing was set for June 17, 1891, at Pawnee City.

On the 17th of June, 1891, the Secretaries went to Pawnee City and examined the premises and heard the testimony of numerous witnesses.

We find that the said railroad runs from the east in a westerly direction through the north part of Pawnee City, and that Butler street is the first open street in the eastern part of the town, and that where it crosses the railroad track the company were compelled to make a cut about fifteen feet deep, and that the ground at that place slopes sharply to the south; that the next street west is Emery street, where there is a grade crossing; also, that at the next street, Pawnee street is a grade crossing; that the next street is vacated; that Seminary street is the next street west and has a grade crossing; that on Grant street, the one next west, is an overhead bridge; that Sherman street, comes next and has a grade crossing; the next is Sheridan street, and is closed by the railroad eating house being built across it; next, comes Chestnut street, which, together with the next street, Walnut street, were closed, and that portion within the right of way of said company vacated by ordinance at the time the road was built.

That defendant owns the land adjacent to and joining the vacated parts of Chestnut and Walnut streets. The railroad made a fill of about ten feet on the north and about fourteen feet on the south sides of its track at Chestnut street. The railroad at Chestnut and Walnut streets runs between Third street on the south and Fourth street on the north. Third street runs east and west along the south side of the right of way of defendant at that place, and is low ground by Chestnut street. Chestnut and Walnut streets do not appear to ever have been opened further south than Third street, as a cultivated field lies adjacent to Third street on the south. If a crossing was ordered made at Chestnut street it would have to be an underground crossing, and would necessitate great expense in building a bridge for the railroad, also considerable expense in properly fixing Third street, to prevent the water from always standing under the bridge, and making a perpetual mud-hole. It is estimated that this crossing, properly constructed, would cost \$18,000.

That the crossing on Walnut would be a grade crossing, but would compel the lowering of one of the railroad tracks about five feet, and moving the coal chute.

A crossing at Butler street would necessarily be an overhead crossing, and the bridge would have to be raised about eleven feet above the level of the ground at the south end, and would have to be built on an angle, Butler street and the railroad meeting at an angle of about  $60^{\circ}$ , and would compel the construction of approaches on the south for about two hundred and forty feet, and would extend clear across Second street, and would necessitate approaches to be built on Second street, in order to get onto or across the approach to the bridge. On the north the approach would have to be commenced at about Third street. That in order to properly construct a bridge on Butler street it would be necessary to construct approaches from each side of the track, from outside of the land owned by the defendant and outside of its right of way. That the estimated cost of the bridge, without approaches, is \$2,000, and of the approaches proper about \$1,000. It was also ascertained very clearly that an agreement was entered into at the time of the building of the road into Pawnee City that, in order to have depot grounds and the necessary yard facilities, Walnut and Chestnut streets should be closed up, and that part of said streets within the route of the railroad be vacated, the city passing an ordinance to that effect. It was also understood at the time of the passage of the ordinance that a bridge was to be built over Butler street. Mr. Harrington, who was mayor of the city at the time, gives very explicitly the agreement. Part of his evidence is as follows: "I think there was a full and fair understanding between the council and the railroad that the road would not be located in the city unless they could have the depot and switch grounds where they are now located. \* \* \* I don't want the railroad injured, and I don't want the city injured. My understanding was, when the ordinance was passed in reference to the vacation of those streets down there, that the railroad claimed of us as a city that these streets should be vacated in order that they might put there just what they have put there, these switches and tracks and embankments; and I understood, as far as I was concerned, when the contract was made, that we gave them that right; we vacated it for that purpose; and I will say further, after the whole thing was built up, and while the thing was being



agitated, some of the parties here were before the Board on the whole question, and it was talked over as we have talked it over to-night; and Mr. Bull, afterwards mayor, was one of those who objected to vacating those streets; he came and heard the conversation and discussion and gave his consent."

To the question as to whether the railroad agreed to build a bridge on Butler street Mr. Harrington answered, "They certainly did; we expected to have the bridge the next spring." He also stated that he believed if a crossing was made on Chestnut street it would be impassable most of the time."

Mr. Harrington seems to have a better understanding of the original agreement and understanding had at the time of the building of the road, and we have set out a portion of his testimony for the purpose of showing what the agreements were.

Owing to a delay in filing briefs the case was not finally closed until October 3d, 1891.

#### FINDINGS.

From the evidence and a personal inspection of the premises we make the following findings of fact:

1st. That in the fall of 1886 the Chicago, Kansas & Nebraska Railroad Company built a line of road through the city of Pawnee City, running from the east in a north of westerly direction, between Second and Third streets, and that before the road was so constructed the city voted bonds in aid thereof, and the railroad company filed a plat or profile of its route through the city before said bonds were voted.

2d. That an agreement was entered into between the parties that the railroad company should have for its depot grounds and switch yards that portion of the city adjacent to its tracks extending from Sheridan street to west of Walnut street, and that Chestnut and Walnut streets should be vacated where the same crossed the railroad track, and that a bridge should be built over the track on Butler street, which agreement was almost embodied in the ordinance granting the railroad company the right of way through the city.

That the closing of Chestnut and Walnut streets did not to any great extent inconvenience or damage the citizens of Pawnee City, for the reason that said streets were never opened further south than Third

street, and the closing of the same only took half a block off the south end of each. That all the damage and inconvenience sustained by the citizens in that part of the city was brought about by the closing of Sheridan street, which was closed after the road was built, and was closed with the knowledge of the vacation of Walnut and Chestnut streets, and of the damage and inconvenience that would be caused thereby.

That it would be a violation of the original agreement between the parties to order Walnut and Chestnut streets opened, and the benefits derived therefrom would be very small and would not justify the necessary expense.

That a bridge on Butler street would be a convenience to the citizens of Pawnee City, and tend to build up that part of the town, and that it was a part of the original agreement under which the road was built into the city, and that such a bridge should be built.

#### RECOMMENDATIONS.

We would respectfully recommend: That the prayer of the petition in regard to Walnut street and Chestnut street be denied; that the defendant be directed to build a suitable bridge across its track on Butler street, and to construct the necessary approaches within its right of way; work to be commenced thereon and speedily completed as soon as the plaintiff signifies its willingness to construct and maintain the necessary approaches outside of and up to defendant's right of way.

A copy of the findings and recommendations of the Secretaries being served upon the parties to this suit, and they being notified that the report would come up for final action before the Board of Transportation November 5, 1891, at which time, complainants being represented by H. C. Lindsay, attorney for complainants, and the defendant by L. W. Billingsley and W. F. Evans, attorneys for defendant, complainants made verbal objection to the confirmation of the report.

After listening to the arguments and citations of law by the attorneys on each side, the Board of Transportation unanimously adopted the report of the Secretaries and made the same the order of the Board.

No. 157.

The Village of Tobias, Neb.,  
Complainant,

vs.

Chicago, Burlington & Quincy  
Railroad Company,  
Defendant.

Appearances: O. M. Quackenbush, attorney for complainants; J. W. Deweese, attorney for defendant.

On July 13, 1891, there was filed in this office a petition by the village of Tobias, setting forth that the complainant is a municipal corporation, located in Saline county, Nebraska, and that defendant is a corporation operating a railroad through said village, and that in running through said village it crosses at right angles a street known as Oak street, extending through the entire limits of the village; and the petition prays that defendant be required to put in a crossing over its right of way where it intersects said Oak street, on account of public necessity and convenience; and further alleging that said Oak street has, by the village authorities, been lawfully opened for the use of the public.

A copy of the petition, together with the usual summons, was served upon the defendant July 15, 1891.

July 25, 1891, the defendant answered admitting that complainant is a municipal corporation, and that defendant is a corporation of Nebraska, operating a railroad line through said village; admits that there is a street known as Oak street in the village of Tobias, but denies that it extends to the limits of the village, and denies the lawful authority of the village clerk to serve notice on defendant to open said Oak street, and denies that its line of railroad crosses said Oak street, and denies that said Oak street was ever opened to the use of the public, and setting forth that if the crossing was established as prayed for by the village upon the alleged Oak street that it would interfere with the proper operation of the trains and inconvenience the traveling public, and is not a public necessity or convenience, and praying that the complaint be dismissed.

August 3 the complainant filed its reply, denying all allegations of new matter in the answer contained.

Hearing was set for Wednesday, September 2, 1891, at the village

of Tobias, at which time the Secretaries, proceeding to said village, took the testimony and made a personal examination of the premises.

This cause being largely a question of law, the attorney for complainant and attorney for defendant each filed exhaustive briefs in support of their side of the proposition, and after a thorough investigation of the authorities therein cited, and all the testimony taken, the Secretaries made the following findings and recommendations, to-wit:

Your Secretaries find from the evidence and a personal examination of the premises:

1st. That the village of Tobias was laid out and started by the Lincoln Land & Townsite Company, a corporation very closely related to the defendant, upon land owned by said Lincoln Land & Townsite Company; that in platting the original townsite of the village of Tobias they made it three blocks east and west and three blocks north and south, with three streets running each way. The original town was laid out wholly on the north side of the right of way of the defendant. The plat of the original town was filed January 19, 1884. On June 16, 1884, the said Lincoln Land & Townsite Company platted what is known as the "First addition to the village of Tobias," lying on the east, south, and west sides of the original town; and in laying out the streets in this new addition they made them to conform to the streets in the original town, not naming them in the addition, but making them seemingly continuous with the original streets. In neither plat is there any crossing over the railroad, but by dedication or consent there are two crossings in the original town and two in the additions to said town, making four crossings for said village. There is a crossing on Main street, being the first street west of Oak street, and a crossing about two blocks east of Oak street, and the other two crossings in the village are west of Main street. Where the crossing is sought to be put in on Oak street the ground is low, and there is a culvert or water pipe running under the tracks that would be in about the middle of the street, and seems to be the only place by which the village is drained, and it would take an outlay of four or five hundred dollars to properly construct a crossing and to properly drain the village. A crossing at Oak street would also run through the depot grounds and would materially interfere with the operation of the railroad at that place, and would run across the point of connection of two or more tracks.

2d. At the time of filing this complaint the village of Tobias consisted of about seven hundred inhabitants, all of whom, except eight or ten families, live on the north side of the railroad track. All of the business done in said village, except one lumber yard, is on the north side of the track, as is also the school house.

3d. The village authorities passed an ordinance on the 15th day of August, 1890, entitled "An ordinance providing for the improving, vacation, and opening of streets, avenues, alleys, and lanes within the corporate limits of the village of Tobias."

Section 2 of said ordinance provides "that if the owner of any property required to be taken under the provisions of the preceding section shall refuse to dedicate the same for the purpose requested, the chairman, with the consent of the trustees, shall appoint five disinterested freeholders of said village, whose duty it shall be to inspect the property required, and report in writing, under oath, to the village trustees, the description of each piece of property taken; and the name of the owner, and the amount of damages sustained in each case by reason of the opening, creating, or improving any street, avenue, alley, or lane within the village."

The statutes of our state authorizing the taking of private property for the opening or creating of streets, etc., provides that "in all cases the city or village shall make the person or persons whose property shall be taken or injured thereby adequate compensation therefor, to be determined by the assessment of five disinterested householders, who shall be elected and compensated as may be prescribed by ordinance, and who shall, in the discharge of their duties, act under oath, faithfully and impartially to make the assessment to them submitted."

The supreme court of our state, in the case of *The Union Pacific Railway Company vs. The Chicago, Burlington & Missouri River Railroad Company*, 19 Nebraska, 386, says: "The well known rule, that in construing a statute some force and meaning must be accorded, if possible, to all its words and sentences, has been often invoked by this court, and cannot be questioned. Bearing this rule in mind, I cannot believe that the purpose of the proviso is satisfied by an election or designation of such householders without any previous rule or prescribed manner or method by which they should be elected and compensated. Furthermore, I do not think that the naming or designating of the person or number of persons in the body of an ordinance,

No. 158.

Levi Gastineau, Complainant,  
vs.  
Chicago, Burlington & Quincy  
Railroad Company, Defendant.

Appearances: Al. Parsons and S. B. Reed, attorneys for complainant; J. W. Deweese, attorney for defendant.

This is the final determination of a case mentioned on page 23 of the report of the Board of Transportation for the year 1891.

The findings, being full and furnishing a history of the transaction, are herein set out in full, and are as follows:

#### FINDINGS AND RECOMMENDATIONS OF SECRETARIES.

A careful consideration of the facts in the case leaves but little for the Board to determine, the citizens of the locality in question having virtually decided the matter themselves. Your Secretaries find as follows:

1st. That in 1887 the Lincoln Land Company laid out and platted the townsite of Lisbon, Perkins county, and placed the lots thereof on the market for sale. And about at the same time the defendant railroad company built a side track, stock yards, and a depot building, and opened a station at that place with an agent in charge.

2d. That a number of people bought lots of the Lincoln Land Company, said company being a part of or controlled by defendant, and started in business at said town.

3d. That after trying it at Lisbon for nearly three years the merchants and business men at that place, with only one, or possibly two exceptions, petitioned the defendant railroad company to move said station between that point and four miles further west, alleging, as their reason therefor, that the present site was too close to Grant, the county seat, and that they were brought into too close competition with that larger town, and by making the distance further west it would place them west of a range of sand hills, about two miles through, which would act as a barrier against the town of Grant. After considerable correspondence in regard to the matter the defendant at last acceded to the demand of the petition and opened a station three and one-half miles west, and west of the range of sand hills,

calling the station Brandon—exchanged lots in Brandon for lots in Lisbon with the business men there, and helped them move, all moving but one man, moved the stock yards, and eventually withdrew the agent from Lisbon.

4th. It is further found from the evidence that all the parties in business now in Lisbon bought their property and started in business there with the knowledge of the possibility, if not probability, of the station being abandoned, with the possible exception of one man.

5th. It is further found that the country in and about Lisbon and Brandon will not support two stations so near together (the average distance in this state being about eight miles), it making four stations within eighteen miles.

The business done at Lisbon for the four weeks immediately preceding the closing of said station is as follows:

Week ending—	Freight Forwarded.	Freight Received.	Tickets.	Telegraph.	Total.
June 30, 1891.....	.....	\$6 37	\$7 10	.....	\$13 47
July 7, 1891.....	.....	.....	.....	.....	.....
July 14, 1891.....	.....	75	40	\$0 58	1 73
July 24, 1891.....	\$0 25	74	20	25	1 44
	<hr/> \$0 25	<hr/> \$7 86	<hr/> \$7 70	<hr/> \$0 83	<hr/> \$16 64

6th. It is further found that a remonstrance was filed with the defendant, protesting against the closing of the station, and that thereupon the defendant proceeded no further in the matter, but awaited the decision of the Board as to which of the two stations should be closed.

7th. It is further found that time has fully endorsed the judgment of the men who moved from Lisbon to Brandon, and that Brandon is the proper station to keep open.

#### RECOMMENDATION.

We would therefore recommend that the prayer of the petition be denied and the action dismissed.

Afterwards, to-wit, on the 14th day of November, 1891, the above report of the findings and recommendations of the Secretaries were unanimously adopted by the Board of Transportation and the action dismissed.



No. 159.

Taxpayers and Residents of the Village of Tobias, Com- plainants,	}
vs.	
Kansas City & Omaha Rail- road Company, Defendants.	}

Appearance: Petitioners appeared in person.

Petitioners appeared in person and filed an informal complaint, and asked that the Board of Transportation cause regular mail service to be put on the Kansas City & Omaha railroad line running through the village of Tobias.

A copy of the petition was forwarded to Mr. S. H. Clark, general manager of said railroad, and in a few days word was received from Mr. Clark that arrangements had been made to increase the train and mail service on that part of the road, and trusting that no further cause of complaint would exist.

We therefore notified plaintiffs that we had succeeded in obtaining increased service, and if not satisfactory to let us know.

Not having heard anything further from complainants, we presume that everything is satisfactory.

No. 160.

Will M. Gifford, Complainant,	}
vs.	
Burlington & Missouri River Railroad Company,	}
Defendant.	

This was an informal complaint by Mr. Gifford, that a former order of the Board, requiring certain trains to stop at the flag station of Armour, was not being complied with.

A copy of the complaint was at once forwarded to Mr. Geo. W. Holdrege, general manager of the defendant railroad company, and an answer received from him setting forth that the matter would be attended to at once.

We notified Mr. Gifford of the answer filed by the railroad company, with the request that if not carried out immediately that he should notify us.

Not having heard any thing further in regard to the matter, the case was undoubtedly settled.



No 163.

Citizens of Rising, Nebr.,	}
Complainants,	
vs.	
Union Pacific Railway Com-	}
pany, Defendant.	

This was an informal complaint and petition of the citizens of Rising, asking that a better depot platform be built at that place, and setting forth that the crossings over said railroad track were in a bad condition and unsafe, and that there were no proper facilities at the stock yards.

A copy of the complaint was forwarded to the proper officers of the Union Pacific Railway Company, and an answer received from them, setting forth that the matters would be looked after and attended to at once.

Plaintiffs were notified of the answer of defendant, and requested to notify this Board if the matters complained of were not remedied within a reasonable time.

Not hearing anything further from the complainants, we take it for granted that the matters complained of have been fully remedied.

No. 164.

Winside Roller Mill Company,	}
Complainant,	
vs.	
Chicago, St. Paul, Minneapolis	}
& Omaha Railway Company,	
Defendant.	

This was an informal complaint filed with the Board August 7, 1891, setting forth that the plaintiff contemplated building an elevator at the town of Winside, on defendant's line of railroad, and that they anticipated trouble in obtaining a proper site, and asking what relief the Board could grant them.

August 7 we wrote to the plaintiffs as follows:

*W. N. Gue, Winside, Nebraska.*

"DEAR SIR: Yours of the 6th instant, in regard to the power of the State Board of Transportation to compel the railroad company to furnish you side track privileges for your mill is at hand. Our su-

preme court, in the case of the Elmwood Farmers' Alliance No. 365 vs. Missouri Pacific Railway Company, held that the State Board of Transportation have the power to compel the railroad companies to grant side-track privileges in certain cases. The Missouri Pacific Railway Company has taken the case to the United States supreme court, where it is yet pending. This Board will undoubtedly follow the decision of our supreme court until otherwise decided by a higher court. I send you by this mail our report showing the case fully."

Not hearing further from the complainant, we presume that the elevator privilege was granted by the company without further trouble.

No. 165.

Sweet Water Mining Co.,	}
Complainant,	
vs.	
Burlington & Missouri River Railroad Company,	
Defendant.	}

This was an informal complaint, setting forth that the Burlington & Missouri Railroad Company refused to receive coal shipped by the complainant from its mines in Wyoming, on the Union Pacific railway, and asking what jurisdiction this Board had in the premises.

After a full investigation it was determined that inasmuch as the coal was shipped from without the state to points within the state it constituted an interstate shipment and was beyond the jurisdiction of this Board, as had already been decided in a former case.

Complainant was notified accordingly.

No. 166.

F. H. Dry, Complainant,	}
vs.	
Union Pacific Railway Com-	
pany, Defendant.	

Mr. Dry, who is of the firm of Dry & Calkins, of Kimball, Nebraska, complained that the grain rates from Kimball to Chicago was forty-six cents, from Potter to Chicago forty cents, and from Sidney to Chicago thirty-five cents per hundred pounds; and that all the grain that is received at each place comes from the same locality, north

of the railroad, and that the difference in the price of transporting grain influences trade from Kimball to other points; and asking that the grain rates be so modified as to prevent such discrimination. And also at about the same time filing a complaint against said company, setting forth about the same facts as to the difference in rates between the different places and Omaha and Council Bluffs.

We submitted the above complaints to the general freight agent of the Union Pacific Railway Company, and succeeded in getting the rates to Chicago so modified that it is virtually the same rate from all three of the places named, to-wit, Kimball, Potter, and Sidney, thereby preventing any discrimination against or in favor of any of the above named places.

In regard to the rate from these places to Omaha and Council Bluffs, the railroad company submitted an amended tariff sheet, showing that the original tariff had been amended so as to make the rates to Omaha and Council Bluffs the same from each of the three places, Kimball, Potter, and Sidney.

No. 184.

Frank Marks and others,	}
Complainants,	
vs.	
Fremont, Elkhorn & Missouri	
Valley Railroad Company,	}
Defendant.	

This is a petition asking that a flagman be stationed at the crossing over the defendant's railroad tracks just west of the depot building at Norfolk Junction, Nebraska, setting forth that said crossing is on a duly laid out street which is well traveled, and that a flagman is a necessity in order to prevent accidents; also that the petition had been duly presented to the board of county commissioners of Madison county, Nebraska, and by said board referred to this office.

The matter was laid before Mr. H. G. Burt, general manager of the Fremont, Elkhorn & Missouri Valley Railroad Company, with directions to investigate the matter and report what the company would do in the premises. In a very short time Mr. Burt answered that they had investigated the matter and would place a flagman at the station as requested in the petition. We thereupon notified the complainants of the successful issue.

No. 169.

A. B. Deming, Complainant,

vs.

Burlington & Missouri River  
Railroad Company and Fre-  
mont, Elkhorn & Missouri  
Valley Railroad Company,  
Defendant.

This was an informal complaint against the two defendant railroad companies, setting forth that complainant had shipped a car load of emigrant movables from Beemer, Nebraska, to Orleans, Nebraska, the former being on the Fremont, Elkhorn & Missouri Valley railroad, and the latter being on the Burlington & Missouri River railroad, and that they had charged him ten dollars too much for transporting his freight.

We demand an investigation by the railroad companies, and after a great deal of correspondence and personal efforts, the matter was satisfactorily adjusted by the Fremont, Elkhorn & Missouri Valley Railroad Company paying to Mr. Deming the overcharge of ten dollars.

No 171.

Burlington & Missouri River  
Railroad Company, Plaintiff,

vs.

Kansas City, Wyandotte &  
Northwestern Railway Com-  
pany, Defendant.

Appearances: J. W. Deweese, attorney for plaintiff; E. Summerfield, general manager, and Griggs, Rinaker & Bibb, attorneys for defendant.

This was a matter agreed by the two railroad companies to be submitted to the Secretaries of the Board of Transportation as a board of arbitration, as to who should repair and maintain the crossing of the two roads.

At the hearing in January the two railroad companies failed to agree as to what should be submitted for arbitration. The fact was developed that the crossing was in a dangerous condition. Thereupon the Secretaries of this Board took the matter in hand and made a per-

sonal investigation, and found that the crossing needed certain repairs and made the following findings of fact and recommendations, which were served upon Mr. T. E. Calvert, general superintendent of the Burlington & Missouri River Railroad Company, and Mr. E. Summerfield, general superintendent of the Kansas City, Wyandotte & Northwestern Railroad Company, to-wit:

1st. The crossing is a grade crossing with a down grade from the south on the Kansas City, Wyandotte & Northwestern road, and also on the same road from the north a down grade, neither of said grades being very heavy. The Burlington & Missouri River railroad is nearly on a level. The depot on the Kansas City, Wyandotte & Northwestern road is north of the crossing about a hundred rods, and from there to the crossing the track appears to be level.

2d. The Burlington & Missouri River Railroad Company maintains at the crossing a watchman, who is constantly on duty, a gate with semaphore signals and torpedo attachments. The torpedo attachments and signals are regulated by the gate, and when turned against trains on the Burlington & Missouri River railroad it throws the arm of the semaphore over, which is a signal for the engineer to stop, and five hundred feet further on from the signal the arm raises a torpedo so that when the cars pass along it causes an explosion which can be heard for quite a distance.

3d. All the trains on the Kansas City, Wyandotte & Northwestern road run over said crossing in the day-time, and not having semaphore signals on their road, each train comes to a full stop before going over the crossing, and attends to the signals of the watchman.

4th. We find the crossing to be in as safe condition as a grade crossing can be, when a few improvements are made in the materials used in constructing the same.

5th. We find that new timbers should be placed under the crossing and that they should be nearer together than they now are, also that new and stronger angle-splicers or bracers should be used.

#### RECOMMENDATIONS.

We would recommend that the companies interested be notified of these findings, and, if not complied with, an order embodying the same be made.

Afterwards the Secretaries again visited the ground and ascertained that the necessary repairs had been made.

No 172.

County Commissioners of  
Adams County, Nebr.,  
Petitioners,

vs.

Burlington & Missouri River  
Railroad Co., Defendant.

This was an informal petition, asking that the defendant railroad company be required to construct a crossing on the sectional line road, between section 11, town 7, range 11 west, of the sixth principal meridian, and section 12 of the same town and range in Adams county, Nebraska. It was filed by the county attorney of Adams county; and, upon further investigation, time was asked by him in which to have the wagon road formally declared open by the board of supervisors, before proceeding with the case. The matter still stands in this condition.

No. 173.

Reuben Bridewell,  
Complainant,

vs.

Burlington & Missouri River  
Railroad Company, and Chi-  
cago, Rock Island & Pacific  
Railway Company,  
Defendants.

Appearances: W. A. Bergstresser, attorney for complainant.

This was an informal complaint entered by Mr. Bridewell, a resident of Nelson, Nuckolls county, Nebraska, setting forth that the defendants, in constructing their several lines of railroad through said town, built an embankment immediately below the complainant's property and failed to leave sufficient way for the water to escape, and that ever since the water has backed up over his ground, causing great damage and inconvenience to him, and asking that the matter be examined into by the Secretaries and that larger openings be ordered constructed under the tracks.

A copy of the complaint was immediately served upon the general officers of the defendant railroad companies, and in the meantime the plaintiff's attorney was requested to file a regular petition.

After some delay we were notified by the plaintiff's attorney, Mr. Bergstresser, that the matter was about to be amicably settled by the railroads complying with the request of the petition as forwarded to them by the Board of Secretaries.

No further action having been taken by Mr. Bridewell or his attorney, we presume the matter has been fully settled, and the case is therefore dismissed.

No. 183.

Charles H. Finch, Plaintiff,	}
vs.	
Kansas City, Wyandotte &	
Northwestern Railroad Com- pany, Defendant.	

Appearances: Charles H. Finch appeared for himself; Griggs, Rinaker & Bibb, attorneys for defendant.

Plaintiff complains that where the defendant's line of railroad crosses the public highway on the section line, between section 4, town 1, range 9, and section 33 in town 2, range 9 east, it is in a deep cut, so that approaching trains cannot be seen from a point near the track, and that the dirt from said excavation, being piled up on each side of said cut, still further prevents the seeing of said trains; that said crossing is a grade crossing, and the approaches on either side are very steep and only about fifteen feet in width, rendering it impossible for any one approaching to see a train until they get right on the track; that owing to the steepness of the grade of the crossing it is extremely difficult for loaded teams to travel thereon; and that therefore said crossing is dangerous, not only to parties traveling on the public highway, but also to the general public; and asks that an examination of said premises be made without delay, and for such relief as justice and equity may require.

A copy of this petition was duly served upon the Kansas City, Wyandotte & Northwestern Railway Company, and the answer of defendant was filed in this office on the 15th day of January, 1892, setting forth that the defendant is a corporation organized under the laws of the state of Kansas, and owned no railroad or line of railroad in the state of Nebraska. That for some time prior to the 21st day

of March, 1890, it operated, under a lease from the Kansas City & Beatrice Railroad Company, a corporation organized and existing under the laws of the state of Nebraska, the line of railway of the latter company, which line of railway is the last mentioned and described in the complaint herein.

That on the 21st day of March, 1890, in an action pending in the circuit court of the United States for the district of Kansas, wherein the Farmers' Loan & Trust Company of New York was plaintiff and this defendant was defendant, one Newman Erb, was by the order of said court appointed receiver of all the property and rights of every description belonging to this defendant; and that said receiver is still in possession thereof, and that never since the 21st day of March, 1890, has this defendant had the possession or control of any of its properties or rights, which upon that day was placed in the hands of said receiver. That the order appointing said receiver is in full force and effect at the present time.

Said answer sets forth further, that on the 13th day of May, 1890, a similar action was commenced by the New York Security & Trust Company against the Kansas City & Beatrice Railroad Company and this defendant, in the circuit court of the United States for the district of Nebraska; and that in said action on said day said Newman Erb was appointed receiver of all the rights and property of both of said companies, and that said Newman Erb duly qualified and entered upon the possession of the properties and rights of said railroad companies, and is yet in full and exclusive possession thereof; and that said order is still in full force and effect.

The answer denies that the complaint states sufficient cause of action and denies each and every allegation therein contained, except as is therein specifically admitted; and alleges that said crossing is in as safe and good condition as it is practicable to make it.

Upon the filing of the above answer the Secretaries, upon their own motion, made Newman Erb, receiver, co-defendant, and served a copy of the complaint in this case upon him, with the usual summons.

On the 27th day of January, 1892, said Erb, receiver as aforesaid, filed his answer in this office, which answer was identical with the answer of the defendant, the Kansas City, Wyandotte & Northwestern Railroad Company.

February 26, 1892, at Armour, was fixed as the time and place for



hearing the testimony in relation hereto. At the time and place designated in the order the Secretaries made a personal examination of the premises, and received the testimony of various witnesses for the plaintiff; the defendants offering no testimony on its behalf.

Whereupon the following findings of fact and recommendations were made by the Secretaries, to-wit :

1st. We find that the statute confers jurisdiction on the Board of Transportation of this state in cases of this kind.

2d. We find from the papers on file in this case that the Kansas City, Wyandotte & Northwestern Railroad Company and the Kansas City & Beatrice Railroad Company are in the hands of Newman Erb, receiver, duly appointed as set forth in the answers of defendants, and that he is now in control and possession of both of said railroads.

3d. We find from a personal inspection of the crossings complained of, and from the evidence offered at the hearing, that said crossing is in such a condition as to be very inconvenient and in some respects dangerous to the public using it.

#### RECOMMENDATIONS.

We would therefore recommend that said crossing be changed as follows:

1st. That the roadway leading down to said railroad track from the west be widened one rod, by excavating on the south side of the present cut, and that the grade be extended one-third further back than it is at present.

2d. That the cut on the east side of said track be correspondingly widened.

3d. That the dirt now thrown up on the bank, on the north and south sides of the cut, on the east side of the railroad track, be so removed as to give a fairer view of the trains approaching along said track.

A copy of the findings and recommendations were duly served upon all parties interested in this case, with notice that the same would come up before the Board of Transportation for final determination at 2 o'clock P. M. on the 22d day of March, 1892.

There being no meeting of the Board on the 22d of March, the matter was continued until the regular April meeting of the Board, to-wit, April 6, 1892, at 2 o'clock P. M., at which time the findings

and recommendations of the Secretaries were unanimously approved and made the order of the Board of Transportation.

Notice was afterwards received from the defendants' attorneys that the order of the Board would be complied with by the defendants.

No. 185.

C. B. Barlow, Plaintiff,	}
vs.	
Chicago, St. Paul, Minneapolis & Omaha Railway Company,	
Defendants.	

This was an informal complaint filed in this office February 4, 1892, by Mr. Barlow, setting forth that the rate on a car load of hay from Tekamah, Nebraska, to Oakland, Nebraska, was the same as from Bancroft, Nebraska, to Omaha, Nebraska; that the distance between the first two stations was sixteen miles, and between the latter two stations sixty-five or seventy miles.

We immediately notified the proper railroad authorities of the defendant railroad company, and in answer to Mr. Barlow's complaint received the following letter:

"ST. PAUL, MINN., February 15, 1892.

"*W. A. Dilworth, Secretary Board of Transportation, Lincoln, Nebraska*—DEAR SIR: I beg leave to acknowledge the receipt of your favor of the 4th, concerning the complaint of C. B. Barlow, of Oakland, Nebraska, on account of the application of our distance tariff on hay from Tekamah to Oakland, as against the commodity tariff from Bancroft to Omaha. Replying to which, permit me to say that the rates in effect from local points to Omaha are for the purpose of enabling local shippers to reach that market upon the most favorable terms, the same relative advantage applying to Oakland as to other stations upon our Nebraska division. It is not our custom to apply these rates between local points, there being no movement of consequence requiring it. An examination of our record for the past five or six years shows only one shipment of hay from Tekamah to Oakland. Under the circumstances we submit that the situation does not justify the complaint.

"Yours very truly,

E. W. WINTER,

"*General Manager.*"

At about the same time we received a letter from Mr. Barlow as follows:

"*W. A. Dilworth*—DEAR SIR: The Omaha road has agreed to fix my claim to my satisfaction, providing I withdraw my claim from your honorable body, and, under the present circumstances, I deem it advisable to withdraw; hoping that in so doing I do not discommode you. Thanking you for your prompt attention to my claim, I remain,  
 "Yours very respectfully, C. B. BARLOW."

The case was therefore dismissed at request of plaintiff.

No. 186.

B. E. Wood, Complainant,

vs.

Burlington & Missouri River  
 Railroad Company,  
 Defendant.

This was an informal complaint filed in this office March 22, 1892, by Mr. Wood, setting forth that he was desirous of a warehouse location at Eustis, Nebraska, upon the right of way of the said defendant railroad company, adjacent to the switch used by the elevators and coal houses, etc., and stating that the general superintendent had refused to grant said privilege, and asking what process he must take to compel the company to give him the desired location.

Thereupon, on March 22d, we wrote to Mr. Woods as follows:

LINCOLN, NEB., March 22, 1892.

"*B. F. Woods, Esq., Eustis, Neb.*—DEAR SIR: Yours of the 7th inst. in regard to the location for a warehouse at Eustis is at hand. In answer I will say that our supreme court has decided in the case of *The Board of Transportation vs. The Missouri Pacific Railway Company*, 29 Neb., 550, that it was the duty of the railroad companies to furnish the same facilities for receiving and shipping freight of all customers alike. This was the case where the farmers' alliance of Elmwood desired elevator privileges at that station and made their case before the Board, and their request was granted by the Board and the railroad company ordered to grant the same. The company, not being satisfied with the decision of the Board of Transportation, appealed the case to the supreme court of this state; the action of the

Board was confirmed, and in rendering their decision the court says, in substance, that if elevator privileges are granted to one person at a station the like privilege shall be granted to all who apply.

"Now, as I understand you, it is your desire to simply erect a private warehouse upon the company's right of way. I am decidedly of the opinion that the company cannot be compelled to grant you this privilege or lease without they have granted the same right or privilege to some other person. The only section of the statute that I can find that can cover a case of this kind at all is section 3 of an act to regulate railroads, and prevent unjust discrimination, etc., which took effect July 1, 1887.

"The case above referred to as having been decided in favor of the Board as against the M. P. Ry. has been appealed to the supreme court of the United States, where it is still pending, and that question has not yet been absolutely decided.

"I have tried to refer to all the law I can find bearing upon this matter, and if I can be of any further use to you please command me.

"Yours respectfully, W. A. DILWORTH, *Secretary.*"

Not hearing anything further from Mr. Woods, we presume he concluded to drop the matter.

No. 189.

John McConnell and others,	}
Plaintiffs,	
vs.	
Burlington & Missouri River Railroad Company,	
Defendant.	}

Appearances: Petitioners appear in person; C. H. Harmon, division superintendent, appears for defendant.

On the 16th day of February, 1892, there was filed in this office a petition, numerously signed by persons residing in and about Somerset, Nebraska, asking to have the depot of the Burlington & Missouri River Railroad Company at Somerset opened for traffic, as the same had been closed.

A copy of the petition was forwarded to the proper officials of the railroad and a reply received from them setting forth that, in view of

the fact that the country in and around Somerset is so new, and has so little business to offer the railroad, it ought not to be asked to maintain an agent at the depot now at Somerset until the country develops further and there is sufficient business to warrant an agent at that point.

The petitioners, not being satisfied with the answer of defendant, demanded a hearing, and the Board of Secretaries set the 17th day of March, 1892, at Somerset, as the time and place for taking evidence.

At the time set Secretaries Dilworth and Koontz proceeded to Somerset and heard the evidence offered by the parties, and made a personal inspection of the premises.

The Secretaries find from the evidence and inspection of the premises:

1st. That the townsite of Somerset was laid out by the Lincoln Townsite Company, in the year 1887, and that in May of that year the railroad was built through there and the depot established and opened; that a fair sized depot was built, stock yards constructed and a switch put in, and for some months the station was kept open.

2d. That the country in and around Somerset is what is known as sandy loam, and is somewhat hilly.

3d. That the nearest station on the east is Wellfleet, which is eight and one-half miles distant, and on the west is Dickens, seven and one-half miles distant.

4th. That there is no business carried on at the townsite of Somerset except the post-office, and that the building in which the post-office is situated is the only building on the townsite; that adjoining the townsite on the west Sarah I. McConnell has a country store and seems to be the chief patron of the railroad in the matter of freights.

5th. That all trains passing through Somerset stop, upon being flagged, to let off or take on passengers; that the freight to be delivered at Somerset is generally carried through to Dickens, the next station west, and then brought down on a hand car by the section men and either left at the depot at Somerset or at the post-office. In the matter of delivering freight consigned to Miss McConnell, it is nearly all delivered at her place of business by the section men.

6th. That the amount of business done at Dickens for the people of Somerset for the month of December, 1891, was 1321 pounds of merchandise; freight charges, \$5.38. For January, 1892, 1,453 pounds

merchandise; freight charges, \$5.71. For February, from the 1st to the 24th, 1892, merchandise; 1846 pounds; freight charges, \$5.85.

7th. We find that the expense of keeping open the station at Somerset is not justified by the amount of business done there at this time, but if a crop is raised there in that neighborhood this season it would be an open question as to the amount of business to be transacted in the future.

8th. We further find that the demand of the citizens residing in and around Somerset is, that better facilities for shipping freight in that locality be furnished at Somerset, which, if done, will be satisfactory, until the future of that locality be better established.

#### RECOMMENDATIONS.

The Secretaries would therefore recommend that the Burlington & Missouri River Railroad Company be directed to instruct its conductors of freight trains to receive all freight offered at Somerset, and to receipt for the same, and also that the company furnish way-bills to parties who desire to ship; and that this case be continued until the 1st of August, for the purpose of ascertaining more fully the prospects of that country.

The above recommendations were in accordance with the agreement entered into by Mr. McConnell on behalf of the plaintiffs, and the case was therefore continued until the 1st of August, 1892.

No. 174.

J. E. Miller, Plaintiff,

vs.

Union Pacific Railway Company, Defendant.

This was an informal complaint against the Union Pacific Railway Company filed by Mr. Miller in this office November 24, 1891, setting forth that he had shipped a car load of wheat from Majors, Nebraska, to Chicago, and that he had endorsed on his way-bill, "Wheat in car not to be transferred"; but that, contrary to the order or directions given by him, and the agreement on the part of the company not to transfer or reload the said wheat, the same was reloaded and arrived in Chicago in another car from that in which it was

shipped from Majors. Plaintiff also claims the wheat which was delivered to his agent in Chicago as plaintiff's wheat was not the identical wheat shipped by him, but an inferior grain, which he had to sell at a much lower price than his wheat would have brought, and claiming \$35.10 damages, which he wished refunded.

After a great deal of correspondence and considerable personal effort, we succeeded in having Mr. Miller's claim satisfied and the money refunded.

No. 175.

The City of Rulo, Nebraska,	}
Plaintiff,	
vs.	
The Burlington & Missouri	
River Railroad Company,	
Chicago, Burlington &	}
Quincy Railroad Company,	
owner, Defendant.	

Appearances: John Gagnon, attorney for plaintiff; Marquett & Deweese, attorneys for defendant.

On March 9, 1892, the following petition was filed in this office by the plaintiff:

"The petition of the above named complainant shows:

"I.

"That said complainant is a municipal corporation duly organized under the laws of the state of Nebraska as a city of the second class.

"II.

"That the defendant above named, the Chicago, Burlington & Quincy Railroad Company, is the owner of the Burlington & Missouri River Railroad Company and leased lines, and that the Atchison & Nebraska railroad is one of said leased lines, and is operated and controlled by the said C., B. & Q. R. R. Co., and that the same is a corporation duly incorporated under the laws of the state of Nebraska, and is a common carrier for the transportation of passengers and property between points in said state of Nebraska, and as such common carrier is subject to the provisions of the act to regulate railroads.

•  
“III.

“That in the construction of the said Atchison & Nebraska railroad track, said defendant made a deep excavation across Commercial street in the said city of Rulo, where the track of the said railroad crosses said street, and that by reason of said deep cut or excavation the travel on said Commercial street is completely obstructed, greatly to the detriment of the traveling public, and to the great inconvenience of the people living along said street, and that said defendant, though often requested by city council of said city of Rulo to establish and maintain a crossing on said street over its track, refuses and neglects to do so.

## “IV.

“Said complainant further represents that said defendant erected its depot building, coal shed, and water tanks in certain streets and alleys in said city of Rulo, without the consent or permission of the city authorities; that complaint thereof was made at the time by one Geo. W. Carpenter, a citizen of said city, to the State Board of Transportation; that thereupon the Honorable O. P. Mason, then one of the Secretaries of the said Board, came down and examined into the several matters alleged in said complaint of said Geo. W. Carpenter, and, amongst other things, ordered and decreed that, as a compensation to said city of Rulo for the use of its certain streets and alleys therein mentioned for depot buildings, coal shed, and water tanks, said defendant should open Martin street from First to Fifth, and should keep and maintain the same in good order for public travel, as long as defendant's depot buildings, coal shed, and water tanks were kept in the streets and alleys therein named; that said depot buildings, coal shed, and water tanks are still occupying the streets and alleys the same as they were at that time, but that said defendant has failed to keep Martin street in good state of repair and in a fit condition for public travel, and although notified of the fact that said Martin street was in need of repair said defendant refused and neglected to repair the same.

“The complainant further alleges that there exist many other causes of complaint on the part of the complainant against the defendant which are not herein specifically alleged, and for a better understanding of which, together with the above specific charges, the Honorable



Secretaries of the Board of Transportation are respectfully requested to examine the premises in person, that they may obtain an accurate idea of the facts and circumstances concerning the several causes of grievance existing against the defendant on the part of the complainant, and that upon the final determination of this cause said defendant may be compelled to fully remedy all of said grievances."

(Signed by J. M. Boudrie, mayor of the city, and verified before W. A. Jones, city clerk.)

A copy of the petition was duly served, with the proper summons upon the defendant railroad company, and on the 22d of March, 1892, the defendant filed the following answer:

"City of Rulo

vs.

Burlington & Missouri River  
Railroad Company and Chi-  
cago, Burlington & Quincy  
Railroad Company.

"Now come the defendants above named, and answering the petition filed by the complainant, admit that the Chicago, Burlington & Quincy Railroad Company is a corporation, and that it operates the line of railroad mentioned, running through the city of Rulo.

"Defendants further say that in the construction of the line of railroad across one portion of Commercial street, in said city, being in the southwestern part of said city, there is an excavation where said road crosses said street which interferes with the use of said street as a public highway, but the defendants allege that it is wholly impracticable to grade the said street in the making of approaches to the said railroad track, so as to be suitable, convenient, and practicable for its use as a highway at grade over the said railroad, and also impracticable to bridge the same overhead.

"Defendants allege the fact to be that it is wholly unnecessary for the use of said street where the railroad crosses the same, for a public highway; that it is not demanded for the convenience of the people of said town, and would be so dangerous and hazardous to life and property that it would be wholly impracticable and unnecessarily dangerous to attempt to use the same as a public highway crossing the said railroad tracks. This fact was well known by the said city and its citizens, and understood at the time of the construction of said

railroad, that the next street adjacent to Commercial street, crossing the defendants railroad track, is in a good and suitable condition for travel across the said railroad track as a public highway, and is the street that has for many years been used, and is used constantly for a public highway in getting into and out of said city in that direction, and is all that is necessary for the convenience of the public in getting into and out of the city in that direction.

“Further answering the said petition the defendants say that Martin street, referred to in said petition, is in a good and safe condition for travel, and further say that the railroad company had no jurisdiction nor power or authority to work and grade Martin street any more than it had any other street in said city; that the city had no right to demand that the railroad company should work or grade Martin street, as it has not interfered with the same, and the Board has no jurisdiction or power to require that the railroad company should do any work or do any grading on Martin street.

“Further answering the said petition the defendants deny each and every allegation therein contained, except as hereinbefore stated and alleged.

“Wherefore the defendants pray that they may be dismissed with costs.”

(Signed Marquett & Deweese, and verified before William B. Kirby, notary public.)

On the 7th day of April, 1892, the Secretaries proceeded to the city of Rulo and personally investigated the premises, and heard what testimony each side had to offer; and afterwards, from the evidence and said examination, the following findings of fact, together with the recommendations, were reported by the Secretaries, to-wit:

“On the 20th day of January, 1887, George W. Carpenter, a citizen of the city of Rulo, filed a complaint in this office, complaining about various crossings over the Burlington & Missouri River railroad in the city of Rulo, upon which complaint there was an investigation had by the Board of Secretaries of the Board of Transportation, and an order seems to have been made founded upon an agreement entered into between the railroad company and the city of Rulo, which order sets forth, that so long as Third street and the alleys in the blocks abutting on Third street were closed by the railroad company,

the company should open and maintain Martin street, a street running very nearly parallel with the railroad tracks, and next north thereof; that the overhead crossing on Bedard street was not ordered constructed, and as regards the crossing at Commercial street, it was found that to order a crossing placed there at the present time would invite and tempt people to cross at that point, and, at best, any crossing made at that point would be what is termed a blind crossing, that is, teams approaching the crossing from the south could not see the train until it was immediately in front of them. The grade of the railroad at that point is about eighty feet or more, and a crossing would be of very limited accommodation to the traveling public, if any; and that when the approach to the bridge from the west is completed through the cut, the use of this track over Commercial street will be practically abandoned, and then the crossing can be maintained without imminent danger or peril of life and property; that the danger to the public, as things now stand, would be more than balanced over any inconvenience, or want of crossing over Commercial street at the point indicated on the blue print accompanying this report."

#### FINDINGS AND RECOMMENDATIONS OF THE SECRETARIES.

The petition in this case seems to aim at a settlement of all differences between the city of Rulo, complainant, and the Burlington & Missouri River Railroad, defendant, including the old matters sought to be settled in the former suit of George W. Carpenter vs. The Burlington & Missouri River Railroad Company, which have not been fully settled and determined; and with that understanding the Secretaries set April 9, 1892, at 9 o'clock A. M., at the city of Rulo, as the time and place for hearing evidence and investigating the matters complained of.

At the time and place appointed the Secretaries heard the evidence in the case, and made a thorough investigation of the different crossings and matters complained of, and as a result of such evidence and investigations would respectfully submit the following findings of fact:

1st. That the city of Rulo is situated upon the bluffs of the Missouri river, and that the ground is very hilly and broken; that the defendant railroad runs through the town nearly in an east and west direction, until it gets to the bank of the Missouri river, where one

branch crosses the bridge over the river, and the other runs south to Atchison, Kansas.

2d. We find that when the bridge was built by the railroad company that an agreement was entered into, as specified by Hon. O. P. Mason in his findings of the Secretaries of this Board, and that said agreement has been practically acquiesced in by both parties.

3d. We find that Third street has been closed at the crossing of the railroad tracks by the depot buildings, and the alleys adjoining thereto have been closed by the water tanks and coal sheds and railroad tracks; and that the railroad company has on its part carried out its agreements in relation to opening Martin street, from First to Fifth streets, and has kept the same in good repair, except at certain times when, through oversight or bad weather, or possibly sometimes through neglect, the street has been for a very short time out of repair.

4th. We find that the overhead bridge on Bedard street, mentioned in the findings and order of the Board in the case of George W. Carpenter against the defendant railroad company, would be very expensive, and would not be of sufficient benefit to the traveling public or to the citizens in and about the city of Rulo to offset the danger that such a bridge would be to people traveling on the railroad. It has been demonstrated, since the building of said road through the cut, that the soil or ground is of such a nature that it keeps crumbling away, and has frequently seriously obstructed the running of trains through the cut. The cut is fully eighty feet deep, and if an overhead bridge was constructed it would have to be a very long and expensive bridge, and would be of only slight accommodation, for the reason, that since said street has been closed by the building of the railroad, travel has sought and built up other channels, and in fact the street has been fenced in and cultivated by private parties, before reaching the right of way of this defendant. There is a crossing over the railroad track a block or two on either side, which is as convenient, and as near to the center of the city of Rulo, as the crossing over Bedard street would be.

5th. We find that, so far as the crossing on Commercial street is concerned, the situation of affairs has not materially changed since Judge Mason's order. Commercial street is the most easterly street in the city, excepting the street on the eastern limit, and running along the river bottom; that south of the crossing of the rail-

road track over Commercial street, and east of the railroad track, no one lives, and it is low river bottom partially cultivated; that between the crossing and the town on the east side of the track there are not more than six or eight families residing, who have entrance into the city by an under crossing, under the railroad trestles up to the business part of the city; that the railroad track, after crossing Commercial street, makes a slight turn and runs parallel with the street until it gets past the business part of the city, and unites with the railroad crossing over the bridge; in fact running along the alley between Commercial street and Main street, the next street west; that Kenceleur street, which is the next street north of the crossing of the railroad over Commercial street, has an open crossing over the track, and can be used, and is used whenever people desire to go down on the bottoms, southeast of the city.

6th. That it is impracticable to build an overhead crossing on Commercial street, or an underground crossing, for the reason that the crossing is on a slope, on the side of a hill, and that the only practical crossing would be a grade crossing, and that from the nature of the ground, and from the cuts that would have to be made, and from the timber which would obstruct the view, it would be almost impossible to see the trains approaching from either direction until you got very near the crossing of the railroad tracks, and it would consequently be a dangerous crossing; to use the words of Judge Mason, "The danger to the public would be more than a balance to any convenience the public might receive from crossing over said street."

7th. That Main street and First street, being the next streets west of Commercial street, are open and traveled streets into the city from the south, and are now used in place of Commercial street by the people coming into and going out of the city towards the south.

8th. We find that there are certain sidewalks needed on the right of way of the railroad company, but that the city and the company have arrived at an understanding in regard to that matter.

9th. We further find that some of the citizens complain about the obstruction of the crossings over First street by the railroad trains.

10th. We further find that other crossings of the railroad track in said city of Rulo are all in reasonable and proper condition, affording reasonable and ample conveniences to the citizens in and adjacent to the city of Rulo.

We would respectfully recommend that the following order be made by the Board.

1st. That it is considered, ordered, and adjudged that the prayer of the petition as to the opening of Third street, and alleys adjacent thereto on either side be denied, for the reason that the matter complained of in the petition is a breach of contract which would allow the plaintiff to bring suit for damages in the court, or allow plaintiffs to work Martin street as necessity might require, and to charge the expense thereof up to the defendant.

3d. It is ordered and adjudged that the obstructing of First street, by leaving trains standing across the street an unusual and unnecessary length of time, be remedied by ordinance if, after notice to the superintendent, the matter complained of be not corrected.

4th. We would recommend that the following order be made in regard to the crossing on Commercial street; that it is hereby considered, ordered, and adjudged that the crossing over Commercial street, prayed for in the petition of the complainant, is not a necessity or convenience, and if established would be dangerous to the traveling public, and the prayer of the petition in that regard is denied.

A certified copy of the findings and recommendations were served upon each party, with notice that the same would be presented to the Board of Transportation for final action at the regular July meeting, to-wit, July 6, 1892.

Objections were filed by the plaintiff to finding No. 1, for the reason that the same was not in issue by the pleadings.

July 6, 1892, the findings and recommendations so reported by the Secretaries were unanimously approved by the Board of Transportation and made the order of the Board.

No. 187.

Henry J. Gartner and others,	}
Plaintiffs,	
vs.	
Chicago, Rock Island & Pacific Railroad Company,	
Defendant.	}

On February 20, 1892, there was filed in this office an informal petition, asking for a depot and station at Mayberry, Nebraska. A

copy of the petition was sent to the defendant railroad company, with a demand that it comply with the request, or answer the same within fifteen days.

Defendant filed an answer setting forth that the receipts from the stations on each side of Mayberry were such that it would not justify the company in opening a station at Mayberry.

This case seems to be the continuation of the old case of Henry J. Gartner vs. The Chicago, Kansas City & Nebraska Railway Company; the present defendant being the successor of that railway company.

Inasmuch as the findings and recommendations of the Secretaries give a very full history of the case, they are herewith submitted in full, to-wit:

1st. We find from the evidence that since the former order of this Board there has been very little increase in the population tributary to Mayberry, such increase not amounting to more than eight or ten families; also, that there is very little increase in the amount of grain raised at the present time over that of two years ago.

2d. We find that there has been an elevator built at Mayberry switch, and that there is one general store there now, in which is located the post-office.

3d. We find that the people of the country tributary to Mayberry have been inconvenienced by trains not stopping when flagged, and sometimes by not understanding the rules and regulations in regard to shipping from that place.

4th. We find that stock yards have been constructed there, but there is no well or other means for watering stock.

5th. We find also that there is no regular place for trains to stop to take on or let off passengers, no platform ever having been established or constructed there, and the road making an acute curve there, with a deep cut from the north, and being on a down grade it is very inconvenient and sometimes impossible to tell where a heavy freight train will stop.

6th. We find from an inspection of the premises, and also from the evidence, that the railroad company has failed to fully comply with the meaning of the order of the former Board, in this, to-wit, that it was undoubtedly the intention of the former order to have the railroad company construct a platform for the accommodation of



passengers, and to have a regular stopping place for its trains when flagged, and also to provide the necessary facilities for loading and unloading stock, which would undoubtedly include a well with the proper means for obtaining water at the stock yards, which the company has failed to do.

7th. We further find that the former findings made by this Board are not changed or altered in any manner by the present condition of the country tributary to Mayberry, said findings being as follows:

“1st. That the distance by the line of railroad to the station east of Mayberry is  $4\frac{33}{1000}$  miles; by the public highway about 8 miles. The distance by the line of railroad to the station west of Mayberry is  $5\frac{1}{2}$  miles, and by the public highway about 7 miles.

“2d. That the country around Mayberry is very hilly and broken, the public highways are poor and do not follow the section lines on account of the broken condition of the country.

“3d. That there is a farm house, on an average, to each quarter section of land, and that the products of the farms are corn, wheat, flax, oats, and hay, and that the farmers raise large numbers of cattle and hogs, which would be shipped to market from Mayberry if the proper facilities were furnished by the railroad company.

“4th. That the territory which is and would be tributary to Mayberry station extends north five miles, east two miles, south two miles, and west three miles.

“5th. That the defendant has constructed and maintains a spur or side track at Mayberry about 150 feet long, which is sufficient to receive and discharge freight in car loads.

“6th. That there is a post-office at Mayberry, and that the respondent receives and delivers mail thereat daily; that there is a general store, and that many passengers would board trains of said respondent at said place if the necessary facilities were furnished.

“7th. That owing to the unevenness of the ground at Mayberry, where said respondent's line of road is located, the expense of grading the depot grounds and constructing side tracks would be too great in proportion to the amount of business furnished at said station to justify the building and maintaining of a depot and the construction of side tracks.

“8th. That the petitioners are entitled to a flag station for passengers, stock yards, and facilities for loading and unloading cattle, hogs,



and freight in car loads, and that the refusal of the respondent to grant these facilities is an unjust and unreasonable discrimination against the petitioners, and therefore unlawful."

We would therefore recommend that it be considered ordered and adjudged by the Board of Transportation:

1st. That the prayer of the petition, so far as it refers to the building of a depot at Mayberry, be denied.

2d. That the Chicago, Rock Island & Pacific Railway Company be directed to build a platform of not less than forty feet in length and five feet in width, at some place near the present switch at that place, and that it stop at least one passenger train going each way a day, and also one freight train going each way a day, at said platform, when flagged.

3d. That the defendant railway company put in a well at the stock yards with the necessary apparatus for obtaining water.

A certified copy of the findings and recommendations were served upon the plaintiff and defendant, with notice that the same would come up before the Board of Transportation for final determination upon June 21, 1892, at 2 o'clock P. M.

June 21, 1892, Henry J. Gartner, plaintiff, appeared, and made a verbal request that the recommendations of the Secretaries be so altered as to have all trains that stop at other stations be required to stop at Mayberry.

The Board took the same under advisement until the regular July meeting.

At the regular July meeting, to-wit, July 6, 1892, the request of the plaintiff for the modification of the recommendations of the Secretaries was overruled, and the findings and recommendations of the Secretaries were unanimously adopted and made the order of the Board.

No. 188.

J. D. Masters, et al., Plaintiffs,	}
vs.	
Burlington & Missouri River Railroad Company,	
Defendant.	

February 16, 1892, there was filed in this office the petition of J. D. Masters and others, asking that a station be located at the post-

office at Thompson, Jefferson county, Nebraska; that a depot be built and an agent placed in charge.

Accompanying the petition was a statement that the same had been formerly presented to Mr. George W. Holdrege, general manager of the defendant road. The petition seems to have been refused by the railroad authorities, and the petitioners now ask that the prayer of the original petition be granted by the Board, or, if not granted in full, that a side track with elevator privileges may be ordered.

The attention of the general superintendent, Mr. Calvert, was called to the matter, and thereupon the railroad company filed an answer to the petition, setting forth that the post-office of Thompson was four and one-half miles east of Reynolds on said line, and four and one-half miles west of Kesterson, stations now located on the B. & M. railroad, and that these two stations afforded ample and sufficient conveniences to the farmers in that locality, both to ship and to receive whatever freight was sent out or come in.

A hearing was ordered in the matter, and the Secretaries proceeded to the post-office of Thompson, and on the 8th day of March, 1892, made a personal examination of the premises and heard whatever testimony either side had to offer.

From such examination and the testimony adduced the following findings of fact and recommendations were reported to the Board of Transportation proper:

1st. The station of Thompson is located in the midst of a thickly settled country in the southern part of Jefferson county about seven miles south of Fairbury, and about four miles north of the state line, four and one-half miles west of Kesterson, and four and one-half miles east of Reynolds; that there is a depot and side track and an elevator already constructed at Thompson on the Chicago, Rock Island & Pacific Railway.

2d. That the two railroads, the Burlington & Missouri River railroad and the Chicago, Rock Island & Pacific railway, cross in the vicinity of Thompson, and run by said station almost parallel, about one hundred and fifty feet apart.

3d. Thompson seems to be a thriving little place, having three general stores, a post-office, and shipping a good deal of grain and live stock, averaging about fifteen cars a month of farm products shipped out.

4th. That the station was located upon land formerly owned by Mr. Thompson, one of the complainants, by the Chicago, Rock Island & Pacific Railway Company, upon the condition that Mr. Thompson donating said company one-fourth of all the lots in said townsite.

5th. We find from the evidence that the wagon roads running into Thompson from each direction are excellent, and in fact better than those running into stations on either side; and that if side tracks and elevator privileges on the Burlington & Missouri River railroad were granted, it would be a great convenience to a large number of farmers in that immediate vicinity.

#### RECOMMENDATIONS.

We would therefore respectfully recommend that the following order be made by the Board:

It is hereby ordered, considered, and adjudged that the Burlington & Missouri River Railroad Company in Nebraska, the Chicago, Burlington & Quincy Railroad Company, owner, be and are hereby required to construct a side track at Thompson and to grant elevator privileges along said track, or show cause within twenty days why this order is not complied with.

Notice was duly served upon plaintiffs and defendant that the report of the Secretaries would be presented to the Board of Transportation for final determination on the 6th day of July, 1892, at 2 o'clock P. M., and at that time said findings and recommendations were presented to said Board and were unanimously approved and made the order of the Board.

No. 191.

J. F. Rosenberger,  
Complainant,

vs.

Fremont, Elkhorn & Missouri  
Valley Railroad Company  
and Chicago, St. Paul, Min-  
neapolis & Omaha Railroad  
Company, Defendants.

This was an informal complaint filed by Mr. Rosenberger, setting forth an overcharge on a car of horses and a car of emigrant movables

from Chadron, Nebraska, to Hartington, Nebraska, and asking that the matter be investigated; the overcharge consisting in their agreeing to take said car of horses and said car of emigrant movables from Chadron to Hartington for a certain sum, and afterwards at the point of destination charging him with an additional amount.

We immediately laid the matter before the two defendant railroad companies, and in answer thereto they filed with us the following affidavit:

"STATE OF NEBRASKA, }  
DAWES COUNTY. }

"Robert N. Flock, of lawful age, being first duly sworn, deposes and says:

"That he is the cashier of the F., E. & M. V. R. R. station at Chadron, Neb., and was cashier of said company at Chadron, Neb., in the month of November, 1891.

"That while engaged in his duties as said cashier in November, 1891, one Rosenberger came in the office and desired two cars, one to carry horses and the other to carry emigrant movables, and asked what the company would charge him, and the figures were given him by said cashier, and said cashier explained to said Rosenberger that, on account of not having through rates, it was impossible to state whether said Rosenberger would have to pay more or not, and said cars were given to said Rosenberger with the understanding that the amount he paid down, if the same was not sufficient, he would pay the additional charges at final destination.

"(Signed)

ROBERT N. FLOCK.

"Subscribed in my presence and sworn to before me this 7th day of May, 1892.

"G. T. H. BABCOCK,  
"Notary Public, Dawes Co., Neb."

A certified copy of the affidavit was sent to Mr. Rosenberger, with a request that he notify us what he desired us to do further in the matter; since which time we have heard nothing further from him and presume he cares to go no further with the case. It is therefore dismissed.

No. 193.

A. C. Mallick, Plaintiff,

vs.

St. Joseph & Grand Island  
Railroad Company,

Defendant.

Appearances: Wm. M. Clark, attorney for plaintiff; W. R. Kelly, attorney for defendant.

There was filed in this office on the 9th day of February, 1892, the following petition:

"Now comes A. C. Malick, and complains of said St. Joseph & Grand Island Railroad Company, for that this complainant is now, and has been, a resident of Edgar township, Clay county, Nebraska, for the last past six years or more, and that he owns the northwest quarter and all of the south half of the northwest quarter of section thirty-six (36), township (5) five, range (6) six, in Clay county, Nebraska; that congress did, on the 23d day of July, A. D. 1866, by an act, grant to said St. Joseph & Denver City Railroad Company, its successors and assigns, for the construction of a railroad thereon as proposed, 200 feet in width, being one hundred feet on each side of the center line of the track of said railroad, a strip of land from Elwood, in the state of Kansas, westwardly into and through the county of Clay and state of Nebraska; that said railroad company constructed a railroad on said right of way, and as such company has failed, neglected, and refused to comply with the laws of the state of Nebraska, that of erecting and maintaining a good and sufficient lawful fence along its line of right of way, as per chapter seventy-two, section one, article one, of Compiled Statutes of Nebraska, that this complainant did, on or about the first day of February, A. D. 1890, serve a notice to build a fence along its line of right of way between this complainant's land and their right of way, as per copy of notice hereto attached, marked Exhibit A, together with affidavit of proof of service attached, Exhibit B; also affidavit of no existence of fence as per notice and elapse of time of more than six months since service of notice, etc. See affidavits hereto attached, marked Exhibits C, D, E, and asked to be made a part hereof.

"This complainant complains further and says that said St. Joseph & Grand Island Railroad Company has failed, neglected, and refused

to furnish the necessary crossing and cattle guards as per statute and as per notice; that more than six months has elapsed since the service of said notice; wherefore this complainant, A. C. Malick, prays that your honorable body order said St. Joseph & Grand Island Railroad Company to build a good and sufficient lawful fence on the line of right of way between their right of way and this complainant's land as per notice, together with good and sufficient guards or gates and openings as per requirements of statute.

“(Signed)

A. C. MALICK,

“By WM. M. CLARK, *His Attorney.*”

A certified copy of the petition, together with the usual summons, was served upon the defendant railroad company, and the usual time given in which to comply with the request of the petition, or to show cause why it was not complied with.

Afterwards there was filed in this office an answer to the foregoing petition, to-wit:

“Comes now the above named St. Joseph & Grand Island Railroad Company, and not waiving the many uncertainties of the insufficiency of the petition of the said A. C. Malick, plaintiff herein, it submits its answer to the said complaint herein as follows:

“1. This defendant alleges that the facts stated in the plaintiff's complaint or petition are not sufficient in law to furnish any ground or cause for action or complaint to the complainant or in his favor as against this defendant.

“2. That the nature of the pretended grievance, set out in the plaintiff's petition, is one over which the State Board of Transportation has no jurisdiction.

“3. That the nature of the grievance, set forth in plaintiff's petition and the facts and circumstances surrounding the case are such that, in case this petition shall be further heard, the other parties should be made parties hereto, notably the county of Clay, in the state of Nebraska, representing the public of said county, and also representing the various road districts of said county within which the lands mentioned in plaintiff's petition are situated.

“For a further answer this defendant alleges and states that the St. Joseph & Grand Island Railroad Company owns and operates a railroad into and through the said county of Clay, and into and through

the city of Edgar in said county, which said line of railroad passes through or near the lands described in the plaintiff's petition, and into and through section 36, township 5, range 6, in Clay county, Nebraska.

"It alleges that the said St. Joseph & Grand Island Railroad Company is the successor to a certain railroad company formerly known and operated as the St. Joseph & Denver City railroad, and that the same was owned by the predecessor of this defendant, the St. Joseph & Denver City Railroad Company, and that it and its predecessor operated a line of railroad from Elwood, in the state of Kansas, westerly into and through the county of Clay, in the state of Nebraska, and through Adams county, Nebraska.

"It alleges that upon the 23d day of July, 1866, the congress of the United States passed an act entitled 'An act to grant lands to the state of Kansas to aid in the construction of the Northern Kansas Railroad & Telegraph,' and that by the terms of section 6 of said act it was further enacted as follows:

"*'And be it further enacted, That the right of way through the public land be, and the same is hereby, granted to the said St. Joseph & Denver City Railroad Company, its successors and assigns, for the construction of a railroad as proposed, and the right is hereby given to said corporation to take from the public lands, adjacent to the line of said railroad, material for the construction thereof; said right of way is granted to said railroad to the extent of 100 feet in width on each side of said railroad where it may pass through the public domain; also, all necessary grounds for station buildings, workshops, depots, machine shops, switches, side tracks, turn-tables, and water stations.'*

"Defendant further alleges that the line of railroad of the St. Joseph & Denver City Railroad Company was located and thereafter constructed over and across, amongst others, the lands described in plaintiff's petition, and that the said lands and premises so granted to the railroad company were at that time, and are now, a strip of land 100 feet in width on each side of the center line of said railroad track as the same was then, and now is, located and constructed over and across said premises, said strip of land being 200 feet in width over and across the said lands; and that the said grant of the act of congress of the United States became effective and vested and passed



the title to the said railroad company on the 23d day of July, 1866, at which time the said grant entitled it to the said right of way, which became absolutely vested in the predecessor of this defendant, and through it it claims.

“It alleges that the said railroad was built under and by virtue of, and was constructed in accordance with, the provisions of the said act of congress, and that it has ever since its original construction been operated and used agreeably thereto.

“It alleges at the time of the taking effect of the said act of congress—at a time when the said railroad was fixed and determined upon—the said tract of land above described belonged to the public domain.

“This defendant alleges that it claims the said tract of land, to-wit, its said right of way, by and through the said act of congress; and that it claims the right to own, use, operate, and enjoy the said tract of land for its railroad purposes, under and by virtue of the laws of the United States, to-wit, the act of congress aforesaid, and the acts of congress amendatory thereof and supplementary thereto.

“It alleges further, that it hath a defense to this proceeding, arising under and by virtue of the laws of the United States as aforesaid; which laws it invokes for its protection herein.

“This defendant, further answering, alleges that about the year 1872, by and with the consent of this defendant, or its predecessor (The St. Joseph & Denver City Railroad Company), a certain public highway was established, lying on the north side of its said right of way, and within the limits thereof, by the county commissioners of Clay county, Nebraska, and that from thence hitherto the said public highway has, by the consent of this defendant and its said predecessor, been continuously used, occupied, and enjoyed by the public; that such occupation by the public has been with the knowledge and consent of this defendant, as it might lawfully do and give, until such time as the said railroad company in the pursuit of its railroad business might desire the said lands or strip of ground for the construction of railroad tracks thereon, or for such other uses or purposes as in the prosecution of its railroad business it might desire to use said premises and land for.

“That defendant, before the commencement of the proceeding hereafter mentioned, fenced its railroad by enclosing the same through the



lands aforesaid within fences built fifty feet distant from and parallel with the center line of its railroad, so as to protect its own way and said highway.

“This defendant further shows that the said strip of ground upon which it permitted the said public highway to be so laid out commenced where the St. Joseph & Denver City railroad crosses the county line of Clay county on the south side of section 31, township 5, range 5 west, and runs thence along the line of said railroad, on the right of way of said railroad, on the north side of said railroad to where said railroad crosses the county line of Clay county on the west line of section 31, township 7, range 8 west, as nearly as might be. The north side of the railroad, as so located, was located at 100 feet from the center of the railroad track, except at and within the towns of Edgar and of Fairfield, where it follows certain streets of those towns, and except at some other points on the line of said railroad not mentioned in plaintiff’s petition herein. The proceedings taken by the officers of Clay county for the establishment of such a road being of record in said county, reference is had thereto.

“This defendant further submits, that while it owns a right of way 100 feet in width on each side of the center line of said railroad track as it was located and constructed, it may lawfully build its railroad fence upon the outer margin of its railroad right of way, still it submits that where the public have applied to it, and by its consent, knowledge, and assistance have established a public road or highway upon the outer margin of said right of way (as in the present instance) the said plaintiff herein, and other persons owning property abutting upon its line of right of way and such public highway have no right to insist that this defendant shall oust the public from such use of said premises, and have no right to demand of this defendant, for the accommodation of the owners of such adjacent property, shall deny to the public the right to use said premises for highway purposes, as it can temporarily assign to the public for such purposes until it shall need to use the same in its own behalf.

“And further, this defendant alleges that since 1872 the county commissioners of Clay county has expended large sums of money in grading said public highway over the lands described in plaintiff’s petition, and also over and across the southeast quarter of section 26, township 5, range 6, and that after the construction of the said public

road aforesaid the said plaintiff, A. C. Malick, herein recognized the right of the public to use said road, and erected a fence on the line of his land 100 feet distant from the railroad, and leaving the track of the public road in question unobstructed, and made no objection to the public expenditure of money on the said road, or of the use of the same, until about the year 1891, at which time defendant alleges the said A. C. Malick issued the notices referred to in the said petition, and otherwise sought to obstruct the use of said public highway by the public, and sought to compel this defendant, for his convenience, to interfere with such use of the said public highway.

"And the defendant further alleges, that about the 6th day of April, 1891, one John Whitten and Peter Burres, as plaintiffs, filed their certain petition in the district court of Clay county, wherein they were plaintiffs and wherein Wm. M. Rousey, guardian Emma D. and Effie M. Gunn, minors, Edwin S. Gunn, Oliver Croasmun, Hannah Croasman, John Sudgen, A. C. Malick, the plaintiffs herein, and the St. Joseph & Grand Island Railroad Company, defendant herein, were defendants; and that in said proceeding the said plaintiff herein was represented by W. M. Clark as his attorney; a copy of which said petition is hereto annexed, and made Exhibit 'A,' and by reference for certainty is made a part hereof.

"This defendant further alleges that the A. C. Malick, who is plaintiff herein, was one of the defendants in said proceeding with John Sudgen, who files an affidavit, which is Exhibit 'D' in this proceeding; was one of the defendants with William M. Rousey, who files an affidavit, which is Exhibit 'E' in this proceeding; was one of the defendants with Edwin S. Gunn and Emma and Effie Gunn, minors, by William M. Rousey, their guardian, who were also defendants in the above entitled proceeding.

"This defendant, further answering, alleges that in the said proceeding in the said district court a certain decree was entered, enjoining and restraining the said defendants, and each of them, from in any way or manner interfering with the public use of said road on the north half of section 36 and the southeast quarter of section 26, township 5, range 6, in Clay county, Nebraska. This was not, however, to be construed as preventing the railroad company from using the said strip of land should necessity require the same for railroad purposes; which said decree of the said district court of Clay county,

Nebraska, was entered in the said court on the 18th day of November, 1891, and that the said decree remains in full force and unappealed from; and that no proceeding in error has at any time been taken to modify or reverse the same; a copy of said decree is hereto annexed, marked Exhibit 'B,' and by reference for certainty is made a part hereof.

"Wherefore this defendant submits in this proceeding that the said plaintiff herein and complainants herein are each of them estopped and prohibited from asking or obtaining at the hands of this commission any relief whatever, of the sort herein prayed for, and particularly that they, and each of them, will now stand in contempt of the district court of Clay county for the making and filing of their said complaint herein.

"This defendant further alleges that all the matters in controversy in this complaint of the said plaintiffs herein have, and each of them have, been submitted to a court of competent jurisdiction, whose judgment has been rendered herein against them in this behalf, which judgment of said court remains in full force and effect, and that this tribunal is bound by said decree of said district court, as well as the plaintiffs and defendant herein, and are each bound by the terms thereof, and that the whole subject-matter of the plaintiffs' complaint has been heretofore litigated and disposed of by the said decree of said court.

"Wherefore this defendant prays to be hence dismissed with its costs in this behalf expended.

"(Signed)

"THE ST. JOSEPH & GRAND ISLAND RAILROAD COMPANY,  
"By W. R. KELLY, *Its Attorney.*"

Exhibit "A," attached to foregoing, is the petition of John Whitten and Peter Burres for injunction against the plaintiffs herein and others from interfering with the use of said public road, as hereinbefore set out.

Exhibit "B," attached, is the decree of the district court of Clay county, Nebraska, enjoining plaintiffs herein from interfering in any manner with said public road.

Exhibits "D" and "E" were not attached.

To which answer the plaintiff filed the following reply:

“Comes now the above named complainants, and for reply to the answer of the St. Joseph & Grand Island Railroad Company herein denies each and every allegation therein set forth of law and of fact that is derogatory to the allegations set forth in complainant's complaint.

“1st. Admits that on the 23d day of May, A. D. 1876, a pretended road was laid on the north and northeast of said St. Joe & Grand Island railroad track, but that said St. Joe & Grand Island Railroad Company, on May 8, 1886, filed a petition in the district court of Clay county, alleging that they had built a fence out from their railroad track at each and every section line 100 feet north and northeast and along the north and northeast side of their line of right of way running northwest and southeast parallel with their railroad track, and that the same was built out of iron posts and wire; that the public had been tearing down said fence, and was threatening to continue to do so, and they prayed for an injunction enjoining the county commissioners of Clay county, namely, James M. Farley, Frederick Grosshans, and Joseph Meyers, and each and every road overseer in Clay county through which this road runs, namely, A. Johnson, supervisor of road district No. 61; D. B. Sanborn, supervisor of road district No. 52; S. M. Woods, of road district No. 53; A. Hardy, of road district No. 55; J. H. Craft, of road district No. 43; John Campbell, of road district No. 42; Samuel McClure, of road district No. 39; D. H. Chase, of road district No. 40, and John Schlater, of road district No. 25, each one of these officers, their successors in office, their agents and employes, from interfering, or in any manner molesting their fence or right of way, which was by defendants answered and filed May 19, 1886; and was also by plaintiffs a reply filed, upon which issue was joined, and a hearing had Tuesday, June 21, 1887, before Hon. W. H. Morris, wherein he made and entered a decree making said injunction perpetual. For more full and better understanding see copies of petition, answer, and reply, and decree hereto attached, marked Exhibits A, B, C, and D.

“2d. These plaintiffs deny that the county of Clay should be made a party defendant, as the matters and differences were adjudicated by the district court in the injunction suit, as set forth in paragraph one of this reply.

“3d. These complainants admit that the St. Joe & Grand Island

Railroad Company owns and operates a railroad into and through the said county of Clay, through the city of Edgar and near the land described in the complaint.

"4th. Admits that St. Joe & G. I. R. R. Co. are successors to St. Joe & D. C. R. R., and that their predecessors operated a line of road from Elwood, Kansas, to and through Clay county, Nebraska.

"5th. Admits that United States congress passed an act granting lands, as therein set forth, for the construction of a railroad as proposed, and that said grant extended one hundred feet on each side of said track center; also, all necessary grounds for station buildings, etc., as herein set forth.

"6th. Admits that said railroad was located, constructed thereafter over and across the land of these complainants; that said strip of land was then and now is 100 feet on each side of the center of said railroad track, and that the same is 200 feet in width; that said act became effective July 23, 1866, which became absolutely vested in their predecessors, and that St. Joe & Grand Island Railroad Company now claims the same.

"7th. These claimants admit that railroad was built by virtue of, and was constructed in accordance with, the provisions of the said act of congress, and that it has, ever since its original construction, been operated and used agreeably thereto.

"8th. These complainants admit that said tract of land belonged to public domain at time of the passage of said act of congress.

"9th. These complainants admit that St. Joe & Grand Island, Railroad Company claims the strip of land 200 feet in width as designated by the United States congress in said act passed July 23, 1866. Acts of congress amendatory thereof, and supplementary thereto.

"10th. The complainant denies that defendants have any defense to their complaint; further denies that the defendant herein, or its predecessor, ever consented that about the year 1872 that of laying out a public road or the establishing of the same on the north side of their right of way, and within the limits thereof, by the county commissioners of Clay county, Nebraska; further denies that the defendant herein, or its predecessors, have continuously allowed the public to continuously use and occupy or enjoy the privilege of said pretended highway or pretended road, as shown in the exhibits hereto attached, A, B, C, and D.

“11th. The complainants further allege that the defendants have allowed at times passers-by or persons to go upon or drive upon their right of way, but do now, and have at all times interposed objections to any part or portion of said right of way becoming a public highway; that said right of way has never been set apart for a public highway by any authority competent to do so, nor has any portion of said right of way ever been set apart for the use of the public by competent authority.

“12th. The complainants further say that the defendant, or its predecessor, has no right to allow its right of way to be used for a public road, or any portion of the same to be used by the public for road purposes or travel by the public, as it would be contrary to the act of the United States congress granting it for railroad purposes, and that would be prejudicial or prejudicing the rights of the adjacent or abutting land-owners thereto, and would not be in accordance with the act of congress, nor for the purposes for which it was granted.

“13th. The complainants further say that no tribunal inferior to the United States congress has any right, by any authority or power vested therein, to set apart or denominate by rule, or order, judgment, or otherwise any portion or part of said defendant's (railroad company's) right of way for any purpose other than that designated in said United States act.

“14th. These complainants further say that they have no desire to insist upon the defendants to do anything other than what the law designates—that of building this fence on the line between their right of way and these lands, so described, owned, and occupied by the complainants; that the defendants have no right to allow their right of way to remain unfenced, and allowing the public, or persons perchance traveling thereby, to travel thereon, and after due notice by these complainants, and according to law, to fence their right of way, as per copy of notice and affidavit thereto attached, marked and exhibited, and attached to complaint, to set this fence in on their right of way fifty feet from the line between the abutting land and their right of way, and by silent consent or otherwise allow the public or persons to travel over a part of their right of way, and as the traveler or passer-by should travel thereon, and defendants running their railroad trains on their said railroad tracks so situated thereon, scaring and frightening the horses, mules, oxen, or animals in possession of the traveler thereon running

destroying the crops so planted or sown by the complainants; and when these complainants build their fence up to the line and await for these defendants to comply with the law and notice so served upon them, they fail to comply therewith, and when these complainants erect the short piece of fence (namely, the fifty feet directly across this abandoned fifty feet of right of way, and up to the fence so built by defendants); and thereafter those parties, John Whitten and Peter Burres, bring their injunction suit against these complainants and the defendants as co-defendants, then these co-defendants herein come in with a separate answer and ask the court to make the injunction perpetual as to their co-defendants or these complainants, and enjoin them from closing up their field as contemplated by the law relative to the fencing of railroads, as is shown by the proceedings heretofore had and hereto attached, marked and exhibited E, F, G, H, I, and J; respectively, petition and answers of all defendants except railroad, answers of railroad company, the reply of plaintiffs to defendants' answer except railroad, answer of railroad company, and reply of plaintiff to railroad company, and findings of court.

"Complainants further replying, say, these defendants have no right to collude with any one for the purpose of defeating law and justice, as appears in the proceedings heretofore had. (See exhibits marked and exhibited E, F, G, H, I, and J.)

"These complainants further say that the court, in the proceedings heretofore had regarding the right of way and fence thereon, has never designated any portion of the defendant's right of way to be a public road, or laid it out for a public road, but to the contrary has always recognized the 200 feet as being the defendants' right of way. (See exhibit hereto attached, marked D and J).

"Wherefore complainants ask this Honorable Transportation Board to order and compel the St. Joe & Grand Island Railroad Company to erect a fence on the line between their right of way and the land so owned and occupied by Wm. M. Rousey, guardian for Emma D. and Effie M. Gunn, minors, Edwin S. Gunn and A. C. Malick, as described in notice attached to this complaint, and that they be ordered and compelled to furnish the necessary crossings and cattle guards thereon.

"(Signed)

WM. M. ROUSEY,

*"Guardian for Emma D. and Effie M. Gunn, minors.*

"EDWIN S. GUNN AND A. C. MALICK,

"By their Attorney, WM. M. CLARK."



out over the line of the right of way onto the adjoining lands, thereby

The foregoing reply was properly verified, subscribed, and sworn to by Wm. M. Clark, attorney, before H. E. Stein, county clerk, by O. C. Williams, deputy. Seal attached.

Following is a description of exhibits attached to the foregoing reply:

Exhibit "A" is the petition of The St. Joseph & Grand Island Railroad Company, plaintiff, against James M. Farley, Frederick Grosshans, and Joseph Meyers, constituting the board of county commissioners of Clay county, Nebraska, and the supervisors of road districts Nos. 61, 52, 53, 54, 43, 42, 39, 40, and 25, in Clay county, Nebraska. Petition alleges that plaintiff is a railroad corporation, created and subsisting under and by virtue of the laws of the states of Kansas and Nebraska; that the several defendants are the duly elected and qualified officers of said county of Clay; sets up its right of way by grant of congress; alleges that it has built a fence on its right of way in conformity to law; that said defendants threaten to tear down the said 25 miles of fencing and posts so erected, and unless restrained by order of the court will do so, to the irreparable injury of plaintiff, and for which injury plaintiff has no adequate remedy at law. That defendants have already torn down a part of the fence of plaintiff and injured and destroyed the material, and plaintiff at great expense replaced the same and brought a suit at law against defendants to recover damages for such wrongful acts, which suit is now pending. Plaintiff therefore prays that said defendants, and each of them, be restrained from such wrongful acts by temporary injunction from this court, and that upon final hearing said injunction be made perpetual; and for other and further relief.

Exhibit "B," being the answer of defendants to the foregoing petition, admits the matters set forth in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13; admit plaintiff's ownership of right of way, and the building of said railroad by plaintiff or their predecessors; admits the building of the fence as alleged in the petition; admits that defendant is threatening to tear down said fence unless restrained by an order of the court, and admits that they have already torn down part of said fences of plaintiff as alleged.

Defendants further answering say that upon the 4th day of January, 1876, J. W. Small and others filed a petition to examine and locate a



county road on the aforesaid right of way of plaintiff; that on the same day W. H. Frey was appointed such commissioner; that said commissioner served proper notices and proceeded in a lawful manner to lay out such public road as aforesaid along and upon the north and northeast side of said original right of way of plaintiff through Clay county, and that said public road is a lawful public highway of Clay county, and that the acts and deeds complained of in plaintiff's petition are done under the official duty of the several defendants, supervisors of road districts and county commissioners of Clay county, Nebraska; that the sixty feet of right of way which was laid as a public highway by the commissioners of said county is not necessary to the plaintiff in the operation of their road; that plaintiff should not have and maintain its said action herein against them, because at the time of the laying of said road the St. Joseph & Denver City Railroad Company had due and timely notice thereof; that one C. D. Tuthill, who was the general manager and superintendent of said road, was consulted with reference thereto, and fully and unreservedly consented to the laying out of said road along said line of right of way; that in pursuance of the laying of said road the said county has expended great sums of money in building bridges, culverts, and in grading the same, and believing said road to be lawfully laid out and permanently established, vast and valuable improvements have been made by residents along said road by building dwellings and setting trees, and other improvements, which will, if the petition herein be allowed, be removed from a highway and cause vast and irreparable injury to many citizens of Clay county. Defendants further allege that said highway is necessary for the accommodation of travel between the towns of Davenport, Edgar, Fairfield, Glenville, and Hastings, and that no other highway can be laid that will answer the purpose thereof except at great expense to the county of Clay, and at a great increase of distance necessary to be traveled to and from the places mentioned.

Wherefore defendants pray that the temporary writ of injunction heretofore granted be dissolved; that the writ herein prayed be denied, and that the petition of plaintiff herein filed be dismissed; and for such other and further relief as equity and good conscience may require.

Subscribed by James M. Farley and sworn to before L. F. Fergus  
11th January, 1886.

Copy of proceedings of county commissioners relative to the appointment of commissioner to lay out road, upon petition of J. W. Small, A. B. Smith, J. H. Epley, Dexter Brown, W. R. Stevens, J. E. Hopper, Isaac Reed, H. Hoyt, L. Brewer, D. W. Weir.

Affidavit of service of notices duly verified.

Order of board of county commissioners appointing commissioner to lay out said road.

Report of commissioner appointed to view the road, with petition for and remonstrance against laying road, taken up at the meeting of the board of county commissioners April 4, 1876, and commissioner W. H. Frey ordered to locate and mark said road.

May 31, 1876, Commissioner Frey filed his report of the laying said road, which report was placed on file, together with field notes of survey of same, and plat.

Exhibit "D" is the reply of plaintiff, denying each and every allegation of new matter in the answer contained; denying that it, or any one from whom it claims or holds its property, ever had any knowledge or notice of any kind that any attempt would be or had been made to take any part of the right of way of the plaintiff for a public highway or road. Alleging that all of said right of way is absolutely necessary to plaintiff for the operation of said railroad, for the building of switches, depots, water tanks, stations, coal houses, side tracks, turnouts, and for the construction of other tracks parallel with the present track of plaintiff to meet its increasing business; that said right of way is being constantly used in taking dirt therefrom to keep in repair its road-bed, and that the present right of way will in a few years be insufficient for said purposes, and plaintiff will have to purchase additional right of way for the purpose of keeping up its road-bed, as the heavy rains break and wash it away each year, and there is no stone in the county to ballast said road-bed; that by the laws of the state of Nebraska every section line in said county is made a public highway, and as a matter of fact is open, worked, kept up, and traveled, and amply sufficient to accommodate all who desire to travel thereon. Wherefore plaintiff prays as in its petition.

"The court files a written opinion, and on the issues joined herein, finds for the plaintiff, and that the plaintiff is entitled to the relief prayed for.

"It is therefore considered and decreed by the court that the de-

defendants (the county commissioners and several road supervisors heretofore mentioned), their agents, servants, employes, and successors in office be, and they are hereby, perpetually and forever enjoined from tearing down, destroying, injuring, or in any manner interfering with any part of the fence or fences of the plaintiff on its right of way in said Clay county, Nebraska.

“It is further considered that the said plaintiff recover from the said defendants its costs herein expended, taxed at \$———.”

Exhibit “E” is the petition of John Whitten and Peter Burres against Wm. Rousey, guardian Emma D. and Effie M. Gunn, minors; Edwin S. Gunn, Oliver Croasmun, Hannah Croasmun, John Sudgen, and A. C. Malick; The St. Joseph & Grand Island Railroad Company, operated by Union Pacific Railway Company, defendants.

The petition sets forth that the plaintiffs are proper parties plaintiff, residing in the city of Edgar, Nebraska, a city of the second class; that the defendant railroad company claims to own and operate said railroad which passes through said city of Edgar. Alleges the grant of right of way by the United States congress to said defendant railroad, and to its successors, over the premises in question, and that by the construction of said railroad the right of way aforesaid became absolutely vested in said railroad company; that at the time of the taking effect of said grant the tracts of land in question belonged to the public domain, being the southeast quarter of section 26, town 5, range 6, subject to homestead entry, and the north half of section 36, town 5, range 6, belonging to the public school lands of the state of Nebraska; that since the 15th day of July, 1872, the public have traveled a highway which runs parallel with the track of said defendant railroad company on the north side thereof through the last above described lands, which public highway is more than fifty feet from the center of the track of said railroad, which highway has been made a substantial, convenient, and permanent thoroughfare by the expenditure of large sums of money and labor thereon by the county road overseers and people within the district where said highway is situated, and which highway is of more utility to the public than any road leading to the said city of Edgar, until being closed by a wire fence being placed across the same by the defendants John Sudgen, A. C. Malick, Oliver Croasmun, and Wm. M. Rousey, guardian, in the fall of 1890 without the consent of the public or any authority of law.

The plaintiffs further allege that the railroad company aforesaid, in the year 1890, erected a fence along the north line of its track through the land aforesaid, fifty feet distant from the center line of its said track, leaving the remainder of its said right of way, over which said highway runs, for the use of the public, and that the general manager of said railroad so informed the plaintiff Whitten that it was the intent and purpose of the company; that the elevator of the plaintiff Whitten is located on the side track of said defendant railroad company, and that the only convenient road for the public from the east and southeast of said city to have access thereto is the road aforesaid, and if it is permitted to be closed it will work great and irreparable damage to said plaintiff in his business; that on the 28th day of March, 1892, C. H. Searle, road overseer for road district No. 62, notified each of defendants Sudgen, Malick, Rousey, guardian, Edwin S. Gunn, Oliver and Hannah Croasmun to remove the obstruction from said highway, but that they had neglected and refused so to do, and threaten to prevent the removal of the same.

Plaintiffs pray that a temporary order of injunction be granted, restraining defendants, or any of them, from interfering with the removal of said obstruction, and that upon final hearing said order of injunction be made perpetual.

Signed by John Whitten, Peter Burres, plaintiffs, by S. W. Christy, attorney.

Exhibit "F," the answer of defendants in the foregoing case, except the St. Joseph & Grand Island Railroad Company, denies each and every allegation in plaintiff's petition contained, not herein admitted; denies that plaintiff's petition contains facts sufficient to maintain an action against said defendants. Allege that their co-defendant, railroad company, erected on said right of way a fence constructed of iron posts and wire along their right of way one hundred feet from the center of their said line of railroad on the north and northeast side of same, thereby obstructing travel over said right of way or any part of it, not allowing their right of way or any part of it to become a public road or highway by consent, usage, or travel; that on May 8, 1886, said railroad company filed its petition in district court of Clay county, Nebraska, praying for an injunction enjoining the county commissioners of Clay county, Nebraska, and each and every road overseer of each and every road district in Clay county

through which said railroad passes, from tearing down, destroying, or in any manner interfering with any part of the fence of said railroad company on its right of way in said county, and that on July 21, 1887, the honorable district judge, Wm. H. Morris, did make such injunction perpetual as prayed for in said petition. Defendants further allege that they occupy and own and have control of the lands adjoining the north side of said railroad track, over which plaintiffs claim the highway runs, and as such owners and occupiers had a right to run their fence across the abandoned fifty feet of right of way and join onto the said railroad, co-defendant's, fence.

Defendants aforesaid deny that said public highway on said co-defendant's right of way is necessary to the public to reach the elevator of the plaintiff Whitten, and allege on the contrary that there are two streets east of said elevator running northward and southward that afford ample facilities for that purpose, and that there would be no damage to said defendant Whitten in his business on account of said pretended highway being closed up along said railroad track, as he would get his share of the business whether that road was opened or closed; that should said highway be opened along the north side of co-defendant's railroad track, on said right of way, that it would be a dangerous and hazardous road for the public to travel. Said defendants further allege that co-plaintiff Burres would not be damaged by the closing of said pretended road or highway. Defendants therefore pray that the injunction be dissolved, the action be dismissed, and that these defendants go hence without day and recover their costs herein taxed, etc.

Signed by Wm. M. Clark, their attorney, for all of the defendants except their co-defendant, the St. Joseph & Grand Island Railroad Company.

Exhibit "G," separate answer of defendant St. Joseph & Grand Island Railroad Company, admits ownership of said railroad, but denies that the same is claimed or managed by the Union Pacific Railway Company. Admits that the St. Joseph & Grand Island railroad was formerly owned and operated by the St. Joseph & Denver City Railroad Company. Admits that in passing through the county of Clay aforesaid the track of said railroad passes through the city of Edgar, and that it passes southeast through section 26, town 5, range 6, and the north half of section 36, same town and range. Admits

the passage of the act of congress granting said railroad right of way through the public lands, that said line of railroad was built and constructed in accordance with the provisions of said act, and that said grant and title to said right of way became effective and passed the title to said right of way absolutely to this defendant on the 23d day of July, 1866; that at the time of the taking of effect of said act of congress each of the said tracks of land in question belonged to the public domain. Defendant denies that since the 15th of July, 1872, the public have traveled a public highway running parallel with said railroad through the lands aforesaid, which confers upon the public or any person any right or interest in or to any part or parcel of the said right of way of defendant railroad company. It denies that there is any public highway upon said strip of land so granted to this defendant, and denies that any public highway has been open to the public travel or in constant use in or upon any portion of said two hundred feet strip of ground, but it admits that persons have been accustomed to drive in, along, and upon said strip of ground, and that such use thereof has been permitted by this defendant and its predecessor, the St. Joseph & Denver City Railroad Company, but it alleges that such use of the said premises so had and done by the public was not inconsistent with the rights and interest of this defendant therein and in no way adverse to the right or claim of this defendant therein. It admits that this defendant, in the year 1890, erected a fence along the north side of its track through said strip, aforesaid, fifty feet distant from the center line of its railroad, and left the remainder of land it had adjacent thereto and on the north side of the fence unenclosed, but denies that the intent and purpose of this defendant was to dedicate the said fifty foot strip of land to the use of the public as a public highway. It denies that the general manager of this defendant company informed plaintiff that it was the intent and purpose of the company to leave the said remaining fifty feet strip north of its said fence for the use of a public highway; denies that its said general manager had any right, authority, or power to make any such dedication, being a mere officer, having in charge the conduct and management of trains over its railroad, without any authority whatever to make any disposition of the premises granted to said defendant by the congress of the United States. Defendant alleges that its co-defendants herein have entered upon said fifty foot strip and have claimed the right to connect their



fences with the fence of this defendant, and that such claim is without right or authority from this defendant, and that said parties, co-defendants with this defendant herein, now claim, or pretend to claim, right or interest in and to said premises. This defendant alleges that it remains in possession of said fifty foot strip of land, and that said entry of the other defendants herein upon said premises, and their pretended claim of right, title, or interest in and to the said strip, is without authority of law or right; alleges that it has permitted such persons as chose to use said strip of land in passing to and fro along its said track so to use the same, until such time or upon such occasion the interest and demands of this defendant railroad company would be better subserved by its use of said premises for other purposes, and that in so doing it exercised that right and power which is inherent in it. Denies that any person or persons could obtain or have obtained any right, interest, or title to the said strip or any part of it. It therefore prays that the other defendants herein who have entered in and upon the said strip of land may be enjoined and restrained from erecting any fence or obstruction of any sort upon said land or any part thereof, and that they, and each of them, be enjoined and restrained from in any manner setting up any claim or right, title, or interest in and to the said strip of land so granted to this defendant's predecessor, and now owned by it, or any part of it, and that their claim thereto may be quieted and this defendant be decreed the sole owner thereof. This defendant therefore prays that upon final hearing hereof the court will decree according to the rights of the parties in the premises, and that it may recover its costs in this behalf expended.

Signed by the St. Joseph & Grand Island Railroad Company, by W. R. Kelly, its attorney.

Exhibit "H," reply of plaintiff, is a general denial and demurrer to the sufficiency of the defense set up by all the defendants except the St. Joseph & Grand Island Railroad Company, and a prayer for relief, as stated in the petition.

Exhibit "I," reply of plaintiffs to the answer of the St. Joseph & Grand Island Railroad Company, denies every allegation contained in said answer controverting the allegations in plaintiff's petition and praying judgment as set forth in the petition.

Exhibit "J."—"Be it remembered that heretofore, to-wit, November 18, 1891, the same being the eighth day of the November, 1891,

term of the district court of the seventh judicial district in and for the county of Clay and state of Nebraska, the following, among other proceedings, was had, to-wit:

"John Whitten and Peter Burres vs. Wm. M. Rousey, guardian of Emma D. Gunn and Effie M. Gunn, minors, Edwin S. Gunn, Oliver Croasmun, Hannah Croasmun, John Sudgen, A. C. Malick, and the St. Joseph & Grand Railroad Company.

"Now, on this 18th day of November, 1891, it being the eighth day of the November term of said district court, this cause came on to be heard, and was submitted to the court upon the petition of the plaintiffs, the answer of the defendants, the reply of the plaintiffs to each of said answers, and the evidence was submitted to the court; whereupon the court find the grant of land to the St. Joe & Denver City railroad of the said right of way; that at the time of taking effect of said grant the land in question in this cause was a part of the public lands; that said railroad company constructed its road over and upon the lands in question, which road is now operated by the defendant, The St. Joseph & Grand Island Railroad Company; that on the 4th day of January, 1876, a petition was presented to the county commissioners for the location of a public county road over the north sixty feet of the right of way of said defendant railroad company; that in pursuance to said petition the then county board appointed W. H. Frey a commissioner, with instructions, if in his opinion the public good required it, to call to his assistance the necessary aid and proceed to lay out and work said road according to law; that the said W. H. Frey, commissioner, decided that the public good did require the location of said road, and called to his aid M. S. Edgington, county surveyor, and B. R. Royce and John Fryar, chain carriers, and proceeded on May 10, 1876, and located said road on the north sixty feet of the right of way of said defendant railroad company, where it crosses the southeast quarter of section 26 and the north half of section 36, town 5, range 6, Clay county, Nebraska, which report was filed in the office of the county clerk on May 23, 1876, and which report was approved and confirmed by the said county board, and the said proceedings were duly recorded in the road record of Clay county, Nebraska, and so remain at the present time; that after said road was located by the county board the plaintiff Whitten erected a grain elevator on the track of the defendant company in the



city of Edgar, Nebraska, which elevator is located on the north side of said railroad track and adjacent to the road aforesaid, so located by W. H. Frey, where it passes through the said city of Edgar, and that the public have used said road continuously since 1872 with the knowledge and assent of the defendant railroad company, and without its objection, except in 1886 said railroad company caused a cross-fence to be erected at the section line between sections 35 and 36, in town 5, range 6, where the track of said railroad crosses said section line, said fence being about one hundred feet in length, and only running from the track of the railroad to the outside limit of its right of way, there being no fence built on the line of the right of way running parallel with said railroad track, which fence was immediately torn down by the public so as to permit the public to travel said road, and has never been rebuilt; that since the location of said road by W. H. Frey, commissioner, and the county board the county has expended large sums of money in grading the same over the lands of defendant Malick, and across the southeast quarter of section 26, town 5, range 6, which grading the court finds was done about the year 1879 and 1880; that said defendants Malick, Croasmun, and Gunns recognized the right of the public to use said road; erected a fence on their land one hundred feet distant from the railroad, and leaving the track of road in question unobstructed, and made no objections to the public expending money on said road, or use of the same until about the time alleged in plaintiff's petition, when they obstructed the same by the building of a fence across the same; that since the bringing of this suit said fence has been removed by the road overseer of the road district in which said road is located, and the public now have free use of the road.

"The court further finds that it would be a great damage and injury to the plaintiffs herein, and to the public and inhabitants generally living in the county adjacent to the city of Edgar, to now permit said road to be obstructed and closed. The court further finds that the defendants herein are now estopped from in any manner of setting up a title or right to the possession or use of said strip of land over which said road runs.

"It is therefore ordered, adjudged, and decreed that the temporary injunction hereinbefore granted be made perpetual, and that each and all of said defendants be forever enjoined from in any manner inter-

fering with the public use of said road of the north half of section 36 and southeast quarter of section 26, town 5, range 6, Clay county, Nebraska. This is not to be construed to prevent the railroad company from the use of said strip of land should necessity require the same for railroad purposes. Each party to pay their own costs.

“(Signed)

W. H. MORRIS, *Judge.*”

On the 21st day of June, 1892, we wrote Mr. Clark, attorney for plaintiffs, and Mr. W. R. Kelly, attorney for defendant, saying that the Board of Secretaries desired to hear argument from the respective parties, as to the question of jurisdiction of the Board of Transportation, to hear and determine this matter, with especial reference to the injunction issued by the state court; also as to the question of whether Clay county should be made a party defendant. This matter is still pending.

Wm. M. Rousey, guardian of Emma D. Gunn and Effie M. Gunn, minors, and Edwin S. Gunn, Complainants,	}
vs.	
St. Joseph & Grand Island Railroad Company,	
Defendant.	

The pleadings and all steps taken in this case being exactly the same as in the case of A. C. Malick vs. St. Joseph & Grand Island Railroad Company, heretofore reported, this case is not set out in full, and is still pending.

No. 194.

Syracuse Elevator Company,	}
Plaintiff,	
vs.	
Burlington & Missouri River Railroad Company,	
Defendant.	

On June 8th, 1892, there was filed in this office the following informal complaint:

*To the Honorable Board of Transportation of the State of Nebraska:*  
 Whereas the Farmers' Elevator Company of Syracuse, Nebraska, a corporation duly organized under the laws of the state of Nebraska, and doing business at Syracuse, Otoe county, in said state of Nebraska, having made application to the Burlington & Missouri River Railroad Company in Nebraska for the right and privilege to erect an elevator on their grounds at said Syracuse, and having been refused said right and privilege by said company, hereby petition your honorable body that such action may be taken in said matter to compel said railroad company to grant said right and privilege as may be right and just as between said railroad company and said elevator company; and your petitioners will ever pray.

" Dated this 8th day of June, 1892.

" (Signed)

T. D. SABIN,

" *President of Syracuse Elevator Company.*

" W. M. HAIR, *Secretary.*

A certified copy of the above petition was served upon the defendant, with directions to comply with the request thereof or show cause, on or before June 21, 1892, why the same was not complied with.

On June 21, 1892, defendant informed us that they would comply with the request of the petition, which, being satisfactory to the plaintiff, the case was dropped.

No. 198.

Clay County, Nebraska,	}
Plaintiff,	
vs.	
Nebraska & Colorado Branch of the Burlington and Missouri River Railroad Company, Defendant.	

On June 27, 1892, there was filed in this office a petition, setting forth:

"That plaintiff is a *quasi*-corporation, duly organized under the laws of the state of Nebraska in the year 1871; that in 1888 the county adopted the township organization; that the different townships elected their representatives which compose and are known as the county su-

pervisors; that the section line between sections 19 and 30 in Logan township is a public highway or road, and has been in constant use for about ten years by the traveling public; that defendant railroad company built their railroad through Clay county and through Logan township about the years 1886 and 1887, crossing said public highway, over a deep draw; that said defendant railroad company attempted to fill up said draw at this particular place, or to grade up said public road so as to allow the traveling public to cross over and above said railroad track, and in so doing has left said railroad crossing insufficient and incomplete; that said township board did, on the 12th day of May, 1891, declare said crossing insufficient and unsafe, and ordered J. C. Gardner, road overseer of road district No. 63 in said township, to notify the railroad authorities of the unsafe condition of said crossing, which notice was duly served on defendant on the 18th day of May, 1891; that more than sixty days have elapsed since the service of said notice, yet said company still neglects, and has failed and refuses, to comply with said notice.

“Wherefore complainants pray your honorable body to make an order instructing said defendant railroad company to grade a crossing over and across its said railroad at said point not less than three rods wide, with a fence or guard rails on both sides sufficient to prevent stock and teams from running overboard off of said grade or crossing; and for such other and further relief as good conscience may dictate.

“(Signed)

CLAY COUNTY,

“By WM. M. CLARK, Co. *Atty.*”

A certified copy of the petition, together with the usual summons, was served upon defendant. Whereupon defendant notified the Board of Transportation that it would immediately comply with the request of the petition. The case is therefore held over until the defendant complies with the prayer of the petition, at which time, if satisfactory to plaintiff, the case will be dismissed.

No. 199.

L. Fredenberg, Complainant,

vs.

Fremont, Elkhorn & Missouri  
Valley Railroad Company,  
Defendant.

April 29, 1892, we received an informal complaint from Mr. Fredenberg, setting forth that the rate on apples, from Auburn, Nebraska, to points on the Fremont, Elkhorn & Missouri Valley railroad in Nebraska, were such that they were exorbitant, and prevented him from competing with dealers in the east.

We immediately called the attention of the railroad authorities to the facts set forth in the complaint, and received from them the following answer:

*“W. A. Dilworth, Secretary State Board of Transportation.*

“DEAR SIR: Your letter of April 29 is received and contents noted. Our rates on apples in C. L. are on a low basis. This class of freight is rated fifth class by the western classification, but we have made an exception west of the Missouri river and apply Class ‘B,’ which you will find is considerably less than what we are entitled to under the classification. We have no joint rates from Johnson, Nebraska, in connection with the B. & M. I do not remember that any request was ever made for such, but we have joint rates with the Missouri Pacific from Glen Rock, Neb., and all points on the line of that company in eastern Nebraska. These rates are lower than can be made from the apple district of southern Iowa and Missouri, as well as from eastern points. There is no discrimination against Nebraska shippers, and a change in our rates would not help them, as a corresponding change would have to follow in through rates from points east of the Missouri river, on account of the through rates being the sums of the locals.

K. C. MOREHOUSE.”

We thereupon notified the complainant that it was by reason of no demand ever having been made for a joint rate on apples which probably caused a high rate between points mentioned causing complaint. Since which time the matter has been remedied, especially upon points along the Missouri Pacific railroad, so that the rate on apples on the Fremont, Elkhorn & Missouri Valley railroad and Union Pacific railway are as low as any rates west of the Mississippi river.

## COMPLAINTS IN REGARD TO FURNISHING GRAIN CARS.

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Realizing that trouble was about to arise in regard to the rule for furnishing grain cars to shippers, especially as between elevator men and track buyers, the Secretaries in August either wrote, or personally saw, the superintendents of the different railroad lines in the state, and obtained from each one their rule for furnishing grain cars to shippers. The Board had, in December, 1888, made a ruling which was expected to govern in most cases, as follows:

“Whenever, by reason of unusual circumstances, freights have accumulated to an exceptional extent, and are then offered in extraordinary quantities, the company fulfils its obligation to the public by furnishing cars ratably and fairly to all shippers, in proportion to the freights tendered by them, respectively.”

This rule, if strictly enforced, might work a hardship to the track buyers, who do not buy their grain until they have a place in which to unload it, which of course would be in the car; and to compel the track buyer to buy his grain and tender it for shipment before he would be entitled to a car, would not be doing justice to a great many people buying grain.

We have examined the reports of other railroad commissioners, and have been unable to find any rule to adopt for the furnishing cars that would not be open to a great many objections.

The following is the rule adopted by the Union Pacific Railway Company:

“We endeavor, as far as practical, to distribute grain cars between shippers at their respective stations in accordance with the amount of business handled by them, conforming, as near as possible, to the rule laid down by the State Board of Transportation, as shown in their annual report for 1890, pages 111 and 112.” And in commenting thereon the company says: “Understand, of course, that we cannot always literally comply with this rule, for the reason that at times we

have a good supply of cars for loading for one territory which one shipper at a station might use, while another shipper at the same point might only want cars for grain destined to points for which we are short of cars. In connection with this matter I believe the attention of the Board should be called to a ruling made by the Kansas commissioners, placing a demurrage charge on cars held an unreasonable length of time for loading and unloading. If this system of demurrage is vigorously enforced it will go a long way towards enabling us to furnish grain cars more promptly during the grain season."

In answer to our inquiry the Fremont, Elkhorn & Missouri Valley people say:-

"We do not have any unchangeable rules, but do try to treat all alike. We do not give grain dealers, handling grain through elevators, any preference over those handling grain through flat warehouses. It is customary to fill orders for cars in the order in which they are received; a few exceptions, however, are made to this rule; for instance, if two elevators are located at the same station, owned by different parties, and one of the elevators is full of grain, and cannot take any more, we should furnish cars enough to relieve this elevator, notwithstanding the owner of the other elevator had an order in first for cars. We have had few complaints, indeed, of the manner in which we distribute our cars."

The Burlington & Missouri River Railroad Company seem to have a rule that they will furnish cars to shippers in proportion to the amount of business transacted by the different shippers during the preceding six months; with the proviso that the track loaders who did no business during the preceding six months should be given half the number of cars which the regular shipper who loaded the fewest cars receives.

Owing to the immense amount of grain to be shipped during the fall and winter, we received a great number of complaints in regard to discrimination by the railroads in furnishing cars, and in dealing with the complaints we found it impossible to establish any arbitrary rule, but proceeded upon the facts in each case, as they came up. The following are a few of the cases submitted to the Board for adjudication:

November 30, 1891, we received a complaint from McKee & Warner, of Crete, Nebraska, who are the owners of an elevator at Crete, and

one at Kramer, on the line of the Missouri & Pacific railway, complaining that their elevator at Kramer was full, and that they had been calling for cars for a month but were unable to obtain any; and that during that time cars were hauled past them into Crete, and loaded at that point. We thereupon wrote to C. A. Parker, freight traffic manager of the Missouri Pacific Railroad Company, as follows:

"DEAR SIR: We are in receipt of a complaint from McKee & Warner, owning an elevator at Kramer, on your line of road in this state, setting forth that you are furnishing plenty of cars for your patrons at competitive points, to-wit, Crete, but at Kramer they have been unable to obtain any cars for a month, and that their elevator is full and overflowing, and that in order to comply with sales already made they must have cars without delay.

"Yours respectfully, W. A. DILWORTH, *Secretary.*"

To which letter we received the following reply:

"ST. LOUIS, Mo., December 14, 1891.

"*Mr. W. A. Dilworth, Secretary State Board of Transportation.*

"DEAR SIR: Reply to your letter of November 30th, concerning complaint of McKee & Warner, Kramer, Neb., regarding supply of cars, has been delayed, that the answer when made should be as complete as possible. From statements submitted to me by Superintendent Rathburn, in charge of our Nebraska line, which statements are compiled from figures furnished him by the chief dispatcher, located at Weeping Water, it appears that while there has been an extraordinary shortage of cars at Kramer, such shortage is not peculiar to that station, but is common to all others on the system, both within and without the state of Nebraska. The early movement of the cotton crop in the south, together with the enormous quantity of grain offered in the west, has rendered it impossible to supply the demands for system cars for loading to local points, to say nothing of foreign cars destined to Chicago, Toledo, Baltimore, New York, and other eastern and northern points. By analyzing the orders for cars which were placed at Kramer I find that the shippers required not only cars for consignment to points east of this road, but specified which route they desired the cars to go, and although our transportation department made repeated requests upon our connecting lines for the cars needed they were met with the information that there were none



to be had, at least not in sufficient numbers to meet the demand. You of course realize that we have no power to force connecting lines to deliver us cars for loading, and that we must be content to accept what may be furnished us. Under these circumstances, and with shippers at other stations making the same demands upon us as Messrs. McKee & Warner, you will readily see that we could not begin to supply the demand. At Crete, on the other hand, the requisitions for cars were mostly for Omaha, St. Louis, and Memphis loading, and, while we could not furnish the requisite number, still the situation was not complicated by requests for cars of other roads, and hence the wishes of the shippers were more easily met. Perhaps the best proof that no discrimination has been exercised against McKee & Warner is, that under date of December 8th the parties at Crete, whom we are claimed to have favored, wrote to Superintendent Rathburn and said that unless he could furnish cars they would divert their business to other lines. In conclusion, would say that we shall endeavor in the future, as in the past, to exert every effort to supply cars as often and to the number required, and it affords me pleasure to add that during the few days just prior to Mr. Rathburn's report we have been able to secure a better supply of both foreign and system cars; to such an extent indeed that on December 9th Kramer station was given five cars, two system and three foreign, the latter for Chicago loading.

"Yours respectfully,

C. A. PARKER, *F. T. M.*"

We thereupon forwarded a copy of Mr. Parker's letter to McKee & Warner, with directions that if discrimination still existed to immediately notify us. We were afterwards informed by the gentlemen that they were being better supplied with cars than formerly and if it continued as at that time they would be all right.

On the 9th day of December, 1891, G. M. Murphy, of Dorchester, complains as follows:

"I am engaged in buying and shipping grain at Dorchester and Crete; have a large amount of grain contracted from farmers at Dorchester which is sold for December and January shipment. The Burlington & Missouri River Railroad Company is not furnishing me cars for shipment, and I am compelled to turn grain away. The company is giving me but few cars, and by its action is seriously

crippling my business. I have now over sixty thousand bushels of grain waiting shipment at Dorchester. At Crete cars are furnished us as fast as we need them. Cannot the State Board of Transportation do something to afford relief to shippers? The railroad company seems to be looking after points where they have competing lines, and are neglecting points where they have no competition. Dorchester is one of those unfortunate points, where they know they will get the shipments anyhow, and they will put us off until such time as suits their convenience. In the meantime my business is seriously injured by the delay, as my elevator is full and I have piled a large quantity of shelled corn and oats in corn-cribs. Please bring this complaint before the State Board and request some action on the part of the Board."

We thereupon wrote to Mr. Calvert, general superintendent of the Burlington & Missouri River Railroad Company, the following:

"DEAR SIR: We are in receipt of a complaint from G. M. Murphy, a grain dealer of Dorchester, Nebraska, setting forth that he has about sixty thousand bushels of grain at Dorchester awaiting shipment; that your company is furnishing cars at Crete, where Mr. Murphy is also in business, as fast as needed, but at Dorchester he has been unable to obtain nearly the number of cars needed to keep his grain moving, and not nearly in the same proportion as the company furnish shippers at Crete; that Crete being a competitive point, you are taking care of patrons there at the expense of Dorchester, which is on only one line of road. If this is true it ought to be stopped; if not true it ought to be easily proven untrue. We wish you would look into this matter and inform us of the situation without delay."

December 10th we received the following letter from Mr. Calvert:

"*W. A. Dilworth, Secretary.*

"DEAR SIR: I have received your letter of the 9th, setting forth the complaint of G. M. Murphy, of Crete. Before receiving your letter, and on my return after two weeks' absence, I had taken this matter up with our superintendent and instructed him that Crete must not be allowed to load all the cars that happened to be there. The facts in the case are that a great many loaded cars are received

at Cretê, and the empties, during the pressure for cars, were loaded there, when they should have been hauled to other points. This was purely an oversight and was not done with the idea of protecting our patrons at Crete because it is a common point with the Missouri Pacific.

"I regret this oversight and will see that there is not a similar occurrence in the future.

"(Signed)

T. E. CALVERT."

We thereupon notified Mr. Murphy of the facts stated in Mr. Calvert's letter, with directions to inform us at once if the matter had not been remedied. Mr. Murphy afterwards informed a member of the Board that everything was running now to his satisfaction.

December 16, 1891, we received a complaint from the Bromfield Business Association, at Bromfield, Nebraska, stating "that it is an evident fact that W. H. Ferguson is operating both elevators and the company gives them seven cars to our folks only two. Now we ask for nothing only justice between man and man; we now have grain for shipment and have had for three weeks, and it is damaged for the want of shipment. Now we apply to your honors to see if it cannot be remedied. Our folks feel as though they were imposed upon."

Upon investigation we found that Bromfield is on the line of the Burlington & Missouri River Railroad Company running from Hastings to Aurora, Nebraska. That there are four different firms buying grain at that point, including complainant. We thereupon notified Mr. Calvert of the complaint, sending him a copy of the same, with directions to remedy the matter without delay, and in reply thereto Mr. Calvert forwarded to us copies of the following letters received from the division superintendent.

"LINCOLN, NEB., December 31, 1891.

"DEAR SIR: Answering yours of December 18th in regard to allegations made by the Bromfield Business Association, alleging that they had been discriminated against in the distribution of cars at Bromfield, I hand you herewith copy of a letter from our agent at that point and from Superintendent Bignell in which he explains the manner in which cars have been distributed. It seems to me that

there is no doubt but that the distribution has been made fairly and on an equitable basis.

“(Signed)

T. E. CALVERT.”

“LINCOLN, NEB., December 24, 1891.

“T. E. Calvert, G. S., Lincoln.

“DEAR SIR: Answering your letter of December 18th and returning letter from Secretary W. A. Dilworth of the State Board of Transportation, relative to this complaint of the Business Association of Bromfield, in regard to discrimination against them in the distribution of cars, would especially call your attention to letter from our Bromfield agent, attached, showing how the cars have been distributed under circular No. 382, which has always been approved by the Board. I cannot conceive of any fairer manner in which the cars can be distributed, and it certainly does not show that the Business Association, either in respect to the business done last year, or of grain in sight, is being discriminated against in any way.

“Yours truly,

ED. BIGNELL.”

“BROMFIELD, NEB., December 22, 1891.

“E. Bignell, Superintendent, Lincoln.

DEAR SIR: In reply to attached: Following is a statement of cars distributed since December 7. W. H. Ferguson, 10 cars; Sidwell & Co., 7 cars; Business Association, 5 cars; G. H. Shelley, 3. I have been distributing cars according to the amount of grain on hand ready for shipment, as per your special instructions of two years ago. On receipt of your circular 382 I wrote you asking if I should adopt it in place of the other plan. Circular 382 would give Ferguson (taking ten as a basis) five; Business Association three; Sidwell one; Shelly one. The following is amount of grain ready for shipment: W. H. Ferguson, 19,800 bu.; Sidwell, 18,900 bu.; Shelly, 4,000 bu.; Business Association, 7,150 bu.

“(Signed)

C. F. BURKEY, Agent.”

We forwarded a copy of the letters to the plaintiffs with directions that if the same were not true, or if things were not moving along smoothly at the present time, to notify us and we would take further steps in the matter. Not hearing anything further from them we conclude that they have no further complaint to make.

On the 19th day of December, 1891, we received a letter from C. E. Gaddis, of Harvard, Nebraska, setting forth that he was buying grain at Harvard, and had contracted for delivery, but on account of the Burlington & Missouri River Railroad Company not furnishing cars he could not ship, and that at the same time they were furnishing others plenty of cars. We immediately called the attention of the railroad authorities to the complaint, and on December 30 we received the following letter from Mr. Calvert, general superintendent of the defendant railroad company:

*“W. A. Dilworth, Secretary Board of Transportation.”*

“DEAR SIR: I have inquired into the question of cars for C. E. Gaddis and find that our being unable to give him cars was due to the general scarcity of cars. Our agent at Harvard says, that at the time he asked for cars they were very scarce, and our elevator man was unable to get one-quarter of the cars he wanted; says they have treated Mr. Gaddis the same as any other track buyer, and have been able to furnish him some cars recently, and thinks he now has what he needs.

“(Signed)

T. E. CALVERT.”

We forwarded a copy of Mr. Calvert's letter to Mr. Gaddis, with instructions to notify us at once if he was not obtaining cars now as he needed them. Not hearing anything further from him, we presume that cars are being furnished that he desires.

On December 22, 1891, we received a complaint from Brooks & Marquardt, setting forth that they were in business in Avoca, Cass county, on the Missouri Pacific railroad, and that said company had only furnished to shippers at that place fourteen cars since the 28th of October last; that there is a large amount of grain at that place awaiting shipment; that repeated demands for cars had been made but no attention paid to them; also, that Weeping Water, a station close by, has had plenty of cars at all times, and in fact cars standing idle in the yards at that place.

We thereupon wrote J. O. Phillippi, assistant general freight and passenger agent, at Omaha, Nebraska, giving the facts of said complaint, with directions that he look into the matter at once and remedy any wrong that was being done to shippers at Avoca.

In reply we received the following letter from Mr. C. A. Rathburn, superintendent of said railroad:

"ATCHISON, KAS., December 29, 1891.

"*W. A. Dilworth, Secretary State Board of Transportation.*

"DEAR SIR: Your favor of December 22d, to our A. G. F. & P. A., Mr. J. O. Phillippi, of Omaha, has been referred to me by him for answer direct. We regret exceedingly that shippers at Avoca, Neb., think themselves so discriminated against as that it is necessary for them to appeal to your Board for what protection it may afford them. You are well aware that during the past month or six weeks the weather has been such that farmers have delivered at all points on this and other systems an immense amount of grain, which with grain blockades at nearly all grain centers has rendered it impossible for us to promptly handle grain in elevators at our different stations. We assure you that every possible effort has been made by officers of this company to secure cars with which to afford shippers proper relief, but it has been simply an impossibility to prevent all points in a measure choking up with grain. The statement that Avoca has in any manner been discriminated against, or that any point has been favored more than it in the number of cars furnished, is not borne out by our records, which if necessary are open to the public inspection at any time. As to the statement made by the shippers at Avoca that only fourteen cars have been furnished them since October last, I beg leave to call your attention to our statement herewith, showing cars furnished both Avoca and Berlin from Oct. 28th to and including Dec. 26th. You will find from same that but seven more cars were furnished Berlin in sixty days than the number furnished Avoca. You will also find the number of cars furnished Avoca instead of being fourteen number fifty-one. Our chief dispatcher on that part of the division also assures me the statement that Weeping Water has been furnished more cars in proportion than Avoca or Berlin is not borne out by the facts. Cars are now coming west more plentifully and I sincerely hope we will be able to take all stations in Nebraska in good shape. I might also add that one cause for various stations in this division not being promptly supplied with cars is owing to the fact that early in the season grain men made heavy sales in Chicago and other points off our system. This company declining to allow their cars to run through, and foreign lines being unable to furnish cars for loading or promptly transferring our cars, resulted in grain men getting their elevators filled with grain which they had

contracted and were forced to hold waiting for cars. Allow me to assure you that this office will always be pleased at any time to furnish you all the information possible regarding any such complaints as in this case.

“(Signed)

C. A. RATHBURN, *Superintendent.*”

We forwarded a copy of the statement contained in the foregoing letter to the plaintiffs, and in reply thereto received the following from them :

“ AVOCA, January 2, 1891.

“ *Hon. W. A. Dilworth*—DEAR SIR: Your letter of December 31st at hand, also enclosure of railroad correspondence. When I spoke to the Board of the fourteen cars I had reference to the shipments of our own firm only, and was speaking of a sale of twenty cars made on October 28, only fourteen of which we had been able to get out up to December 26th. The railroad claim of furnishing fifty cars to this station between above dates is probably correct, but a number of those cars were used by parties at Weeping Water and Omaha to ship apples. Some potatoes were also shipped during this time, and one or two cars were used by emigrants, leaving us not more than forty to forty-five cars. We made no complaint of Berlin getting more cars than we did, but the railroad figures enclosed by you give Berlin ten cars more than us. We are still of the opinion that we have been discriminated against in favor of Weeping Water and perhaps Wabash and Elmwood. Would like to have the matter investigated. The shippers at Weeping Water told us repeatedly that they were getting all the cars they needed, and we know to our loss that a great deal of corn from our territory went to Weeping Water, Elmwood, and Wabash because we were unable to handle it for a lack of cars. The assertion, that during the last six weeks farmers at all stations have delivered an immense amount of grain, does not hold good at this station, for we could not handle for lack of cars one-half of the grain that has been offered. The writer formerly conducted the grain business here for O. T. Hubbard, and has loaded out during one month from seventy to eighty cars, and when we only get half the number of cars for double the length of time the number of cars furnished looks exceedingly small. We don't want to put you to the trouble of coming down, but if you can ascertain from the railroad



agents at Weeping Water, Wabash, and Elmwood the number of cars of grain shipped during the time in controversy, kindly do so and let us know the result. Thanking you for the kindly interest you have manifested in our behalf, we remain, yours truly,

“ BROOKS & MARQUARDT,  
“ Per B.”

We thereupon obtained from the defendant railroad company the information asked by plaintiffs and forwarded the same to them, and on January 6th, in answer to our letter forwarding the information, and inquiring how matters were progressing, we received the following letter :

“ AVOCA, January 6, 1892.

“ *W. A. Dilworth, Esq.*—DEAR SIR : Yours at hand and contents fully noted. The railroad has been furnishing us cars much better since you got after them, but we still are in need of more than we get. Will be glad to get the itemized statement from those other stations. Thanking you for your kind efforts in our behalf,

“ Yours truly,      (Signed)      BROOKS & MARQUARDT.”

During the fore part of February we received the following letter from plaintiffs:

“ *W. A. Dilworth*—DEAR SIR : We are having no trouble about cars at the present time. Thank you for the interest you have taken in our behalf.

“ Yours truly,      (Signed)      BROOKS & MARQUARDT.”

The Cairo Farmers' Alliance Business Association, of Cairo, Nebraska, complained against the Burlington & Missouri River Railroad Company that it discriminated against them in the granting of cars for the purpose of shipping grain at that point and that the company gave the cars to the other grain dealers in preference to giving them to plaintiff; that the agent had given plaintiff but one car in twenty days, and that their grain house had been full the entire time, and that they have all the time had cars ordered.

We forwarded a copy of the complaint to the general superintendent, Mr. Calvert, with directions to look into the matter without delay, and received the following letter from Mr. Calvert, a copy of which we at once forwarded the plaintiff:



*"W. A. Dilworth, Secretary Board of Transportation.*

"DEAR SIR: I have yours of the 29th ult., in regard to the complaint from Cairo. I hand you herewith a copy of a letter from our Assistant Superintendent English, which explains the trouble at that point. I think you are perfectly familiar with the condition of things so far as our being blocked at various points is concerned, and that this letter will fully explain the trouble at Cairo. There has been no discrimination on our part, and the unfortunate tie-up which existed prevented our furnishing transportation facilities to all points.

"Yours truly,

T. E. CALVERT."

"AURORA, NEB., January 6, 1892.

*"E. Bignell, Superintendent, Lincoln.*

"DEAR SIR: Referring to attached correspondence relative to the situation at Cairo, where the Farmers' Alliance complain of being discriminated against. While at Cairo yesterday I learned that the Alliance began shipping grain about the middle of October, and they had all the cars they had business for, and in fact all they wanted until November 15, when both elevators and the Alliance building were filled with grain. There are two elevators at Cairo with a capacity of twelve thousand bushels each, and crib room for about twenty thousand bushels more; the Alliance shovel house has a capacity of about two cars, but at the present time they have one car of grain on hand, and the other bin contains coal. From November 20 to January 4 Wasmer's elevator shipped thirty-seven cars, and the one run by L. W. Lyon shipped forty-four cars, and the Alliance shipped six cars. The two elevators have loaded all cars offered them; that is, they have been able to load to any point to which such cars as we offered them could be loaded for, while the Alliance could not. On or about December 10, and again on December 20, the Alliance was offered cars if they would ship to points where cars could be loaded for; they were then wanting cars for Chicago, but grain could not be loaded for that point, consequently the cars were given to the elevators. On December 31, and on every day since that time, cars have been offered to the Alliance, but they say they are not in shape to load to that point at present, while the elevators are loading all the cars they can secure. The Alliance business is handled by C. H. Wood, a merchant who has leased the Alliance shovel house and does business in their name. It is reported that Mr. Woods has caused much dissatisfaction there, for the

reason that when he could not get cars to load to some certain point, he would inform the farmers that he could pay thirty cents for corn if the railroad company would furnish him with cars, while the elevator men could pay but twenty-eight cents for corn. There has been a large amount of grain offered at Cairo which could not be taken at the time by the elevator men or the Alliance on account of the scarcity of cars; if the Alliance had been able to load for the same points to which the elevator men were loading, it would have received a greater proportion of the cars allotted to that station, but as it shipped to Chicago exclusively, it has been handicapped by reason of this station having been closed to grain shipments for so long a time during November and December.

"Very truly yours,

V. O. ENGLISH."

A copy of the foregoing letters were sent to Mr. Wood, and received the following answer thereto:

"CAIRO, NEB., January 15, 1892.

"DEAR SIR: Yours of the 12th instant at hand and contents noted. Regarding the cause in question, as the B. & M. R. R. Co. allege is incorrect, for we were not allowed cars for any point. We could ship to Lincoln, St. Joseph, and other points. There was no question asked as to where we wished to ship often when we requested cars. Upon one occasion in applying for cars I asked the agent if we were entitled to any, and his answer was, yes. I then asked how should we proceed to secure them; his answer was this: you may by building some cars, or stop the grain from going to the elevators. Thus we contended no longer; we took such cars that the elevators could not use. But let the matter be as it may, we are thankful for favors in our behalf and trust all will be satisfactory in the future. We have received all cars needed since January 1, 1892, without any trouble.

"Yours respectfully,

CAIRO F. A. BUS. ASS'N,

"Per C. H. W., Agent."

The matter having been adjusted to the satisfaction of the plaintiff, no further proceedings were had.

No. 178.

Bromfield Business Association,  
Plaintiff,

vs.

Burlington & Missouri River  
Railroad Company,  
Defendant.

This was an informal complaint, filed by the Bromfield Business Association, of Bromfield, Nebraska, against the defendant railroad company, alleging that said association desired a site upon which to erect an elevator at said town, and that after repeated requests to the company they had been unable to obtain a satisfactory site.

In reply to a copy of the complaint, which we forwarded to Mr. T. E. Calvert, general superintendent of said defendant railroad company, we received the following:

“LINCOLN, NEB., September 30, 1891.

“*W. A. Dilworth, Secretary State Board of Transportation.*

“DEAR SIR: Yours of the 29th, in regard to elevator situation at Bromfield, received. I am willing to do anything that is reasonable to satisfy these Bromfield people, but I think we ought to come to some final understanding pretty soon in regard to what they intend to do. About two weeks ago they came to my office and made some statements in regard to the location offered, which were not in accordance with the report I had from our people in regard to it, and stated at that time that they did not care to use the location on account of its being low and wet. I sent an engineer out there shortly afterwards, who took a lot of levels and demonstrated that the site offered was practically as good as that on which the other elevators were, so far as drainage was concerned. If there is anything on file in your office indicating that these people *seriously* intend building, I will send a man out to locate them. We have spent a good deal of money and made several trips there already, trying to fix them up. They do not deal honestly with us, but state one thing to your people and another to us. I send you herewith copy of my last letter to these people. They verbally answered they *did* not want a location.

“Yours truly,

T. E. CALVERT, *Gen'l Supt.*”

(Copy of letter referred to above.)

"LINCOLN, NEB., August 28, 1891.

"*Mr. D. L. Hackett, Bromfield, Neb.*

"DEAR SIR: Referring to your letter which I received a few days ago in regard to the location of a building for your association on our grounds at Bromfield. I offered Mr. Scobie an elevator location east of the east elevator, and a location for an office, scales, and cribs on the outer limit of our right of way, immediately west of Commercial avenue. Am I to understand from your communication that you now want only a location for an office, scales, and cribs, or do you want to put up a grain building alongside our track east of Commercial avenue? When I made this offer to Mr. Scobie to allow the office and scales to go west of Commercial avenue, it was, of course, with the understanding that he should build an elevator east of the east elevator. I am willing, however, if you have decided not to build an elevator at all, to allow you to put an office, scales, and cribs east of the street on our grounds."

"Yours truly,

T. E. CALVERT."

After a personal examination of the premises by one of the secretaries, and an extended correspondence, a site for an elevator was offered plaintiff, together with a satisfactory location for their office, scales, and cribs. After which we were notified by plaintiff that the arrangement was satisfactory.

No. 196.

Ragan & O'Donnell, Plaintiffs,	}
vs.	
Burlington & Missouri River	
Railroad Company,	
Defendant.	

On the 11th day of June, 1892, there was filed in this office the following complaint: That during the month of June thus far plaintiffs have had but twenty-four cars in which to ship their grain; that the ballast track east of Utica blocked with cars the switches at Utica, so that cars are frequently hauled by the town which really belong to it; that plaintiffs' elevators, warehouses, and coal bins are full of grain,

and that more or less of it is lying on the ground, and that they are in urgent need of cars, in order that the grain may be forwarded to market without delay. Some of the grain, by reason of not being properly housed, is heating and will soon be a total loss unless it be moved. Most, if not all of it, has been sold for immediate delivery or shipment; that it was bought at a high price and has been sold on the top of the market, and great loss may result to these plaintiffs, unless the relief asked for be furnished; that plaintiffs can readily load twenty cars per day for a week or more. During the present week they have hauled three cars of grain to Tamora, the first station east of Utica, because there they could get cars to load, and at Utica they could not.

A copy of the above complaint was forwarded to Mr. T. E. Calvert, general superintendent of the defendant railroad company, with directions that the matter should be remedied without further notice or delay. On June 21 we received the following letter from Mr. Calvert in answer to said complaint:

“LINCOLN, NEB., June 21, 1892.

“*W. A. Dilworth, Secretary of Board of Transportation.*

“DEAR SIR: Referring to and answering your favor of June 11 in regard to complaint made by Messrs. Ragan & O'Donnell, John A. Boon, and Leggett & Hurlbut, of Utica, Neb., on account of not being fully supplied with cars for handling grain. The facts are that for several months and up to about June 1 we had a very large surplus of grain cars, at times as high as 2,000, standing on our sidings idle, and we were hauling empty to system roads east of the river from 100 to 400 or 500 cars per day. The last few days in May and the first few days in June used up our surplus, and on June 11, the date of this complaint, we had orders on the northern division, on which division Utica is located, for 581 cars, with 57 empties on hand. On June 10 we had orders for 632 cars and 60 on hand, and on the 9th we had orders for 670 cars with 64 on hand. These figures are given simply to show you the limited number of cars on hand for distribution at about that time. From June 1 to June 11 Utica station loaded 23 cars of grain, Tamora 11 cars, Waco 20, and York 17 cars. From this comparison you will clearly see that the complainants in this case were not in any way discriminated against. Such cars as we had were

distributed fairly and equitably. We are now easy on grain cars and filling all orders promptly.

"Yours truly,

T. E. CALVERT."

We forwarded a copy of the foregoing letter to plaintiffs with directions that if things were not running smoothly to notify us without delay, and we would take further steps in the matter. Not hearing further from plaintiffs we presume the matter was settled to their satisfaction, and the case is therefore dismissed.

Leggett & Hurlburt,	}
Plaintiffs,	
vs.	
Burlington & Missouri River Railroad Company,	
Defendant.	}

The pleadings and facts being identical with the case of Ragan & O'Donnell against the Burlington & Missouri River Railroad Company, and the proceedings the same, no further report of the same is made herein.

No. 197.

R. O. McVickar,	}
Complainant,	
vs.	
Union Pacific Railway Com- pany,	
Defendant.	}

June 13, 1892, there was filed in this office an informal complaint by R. O. McVickar, of Cozad, Nebraska, setting forth that for the past three years he had been engaged in the grain business at Cozad, until last fall, and had no difficulty in getting cars for shipping grain; that Mr. James Hogarth, an old employe of the Union Pacific Railway Company, built an elevator at Cozad last fall, and that since that time he has not been able to do any business at all, comparatively speaking, while Mr. Hogarth seems to get all the cars. Plaintiff claims that his business has been almost ruined as a consequence; that he can get no satisfaction from the agent of the company, the only re-

ply made to him being that there are orders for twelve or fifteen cars ahead of him, and they must be supplied. Plaintiff asks what he can do in the matter, and what are the necessary steps for him to take.

We wrote to Mr. McVickar on June 13 that we had received a number of complaints similar to the one filed by him, and upon investigation in every instance had found that the head men of the company knew nothing about the trouble, and that it was a case of the local agent standing in with a certain elevator man, and that we imagined that his was such a case; and had no doubt but that we could find the remedy without delay; that we would look into the matter at once and notify the officials of the Union Pacific Railroad Company, and notify him of the result; which we immediately did.

Not hearing further from the plaintiff, we presume the matter was settled to his satisfaction.

## INVESTIGATION OF THE LOCAL FREIGHT RATES IN NEBRASKA. •

There being quite an agitation throughout the state in regard to the local freight rates, the Board of Transportation proceeded to investigate the same, and in order to obtain information from all sources whatsoever, and to hear what anyone had to say on the question, and for the purpose of obtaining light as to what was for the best interests of the state as a whole, the Board, on July 13, 1891, made an order that there should be three public meetings held throughout the state as follows: One at the office of the Board in Lincoln on Thursday, August 13, at 2 o'clock P. M. One at Kearney on Wednesday, August 19, and one at Norfolk on Thursday, August 25. The Secretaries at once caused notices of the dates and places of said meetings to be published in the various papers of the state, together with an invitation to the general public and especially those interested in the matter to attend said meetings and present any facts or arguments they might desire to submit for the consideration of the Board. Special invitations to be present at the meetings were sent to the following named gentlemen: Hon. J. R. Sutherland, of Tekamah; Hon. W. H. Dech, Wahoo; Hon. J. R. Manning, Carroll; Hon. W. N. Nason, G. H. Hitchcock, and J. B. Haines, of Omaha; Hon. J. H. Powers, Cornell; Hon. C. H. Van Wyck, Nebraska City; J. Burrows, Lincoln; Hon. Wm. Leese, Lincoln; Hon. A. J. Gustin, Kearney; Hon. J. Stevens, North Platte; Hon. Wm. Dysart, Superior; Hon. W. A. Poynter, Albion; Hon. S. M. Elder, Clay Center; Hon. Wm. A. McKeighan, Red Cloud; Hon. A. C. Modie, McCook; Hon. John Stevens, Edson; Hon. Fred Newberry, Aurora; Hon. Richard Dobson, Grafton; Hon. Eric Johnson, Stromsburg, and numerous others. A response was received from but one or two, and personal appearance only by J. Burrows and A. J. Gustin.

At the meeting held in Lincoln, on the 13th of August, there appeared Hon. J. Burrows and Mr. C. G. Dawes, an attorney, who ad-



vocated a reduction of the local rates, and on the other hand there appeared the following officers on behalf of the railroad companies: G. W. Holdrege, general manager of the Burlington & Missouri River Railroad Company, with J. W. Deweese, Esq., attorney; N. G. Burt, general manager of the Fremont, Elkhorn & Missouri Valley Railroad Company, with Mr. J. B. Hawley, attorney; T. L. Kimball, vice president of the Union Pacific Railway Company, with W. R. Kelly, Esq., attorney; J. O. Phillippi, assistant general freight agent of the Missouri Pacific Railroad Company.

There also appeared a large number of citizens, among whom were quite a number of farmers. Mr. Burrows, through his attorney, Mr. Dawes, advocated strongly a reduction of the local rates, offering quite an array of figures, and contending that it would be for the best interests of the state, and the railroads also, to build up a large local traffic, admitting that the through rates were "living rates," but that if the local rates were reduced to a figure somewhat similar to the local rates in Iowa that it would tend to introduce manufactures and jobbing, and a general building up of towns throughout the state; and that by that means the railroad companies would derive a profit from local business that would more than offset the amount received from the local traffic at the present rate.

On the other hand the railroad officials contended that this being solely an agricultural state, in order to maintain the prosperity of the producers it was necessary to maintain low through rates on farm products to market, and upon manufactured goods shipped into the state, producing rate sheets in proof of the fact that the rates on farm products from this state to the markets were a great deal lower than the Iowa rates, taking into consideration the distance such freight was to be hauled.

The only statement offered to the Board at this meeting by any one claiming to be a farmer or producer was to the effect that the producers cared not for the local rates between station and station, but what they did want was low through rates upon their farm products.

After a discussion that continued all the afternoon the Board adjourned to meet in Kearney on the 19th instant.

At Kearney the meeting was attended by a larger number of farmers than at the Lincoln meeting, also by the railroad officials.

The first complaint was entered by Hon. A. J. Gustin, who attacked

the Sioux rates on saddlery hardware, and also complained of the difference in the classification of goods east and west of Chicago; suggesting that the through rates on such articles was made up by adding to the through rate from Chicago or eastern points to Omaha, and the local rate from Omaha to the interior of the state. He maintained that if the local rates were lower, the dealers and consumers would thereby obtain such goods at a lower price.

Several farmers maintained that what they wanted, and all they wanted, was low through rates on grain and farm products to the market.

After calling upon every person whom it was thought could offer any suggestion, and receiving a petition signed by the business men of Kearney, setting forth that they had no complaint to make regarding freight rates, the Board thereupon adjourned to meet at Norfolk on the 23d instant.

At Norfolk the railroads were represented by the same officials and attorneys, no one appearing officially to ask that the local rates be reduced.

Hon. Charles H. Johnson appeared with a complaint that the through rate on furniture to the city of Norfolk was such that he could not compete with Omaha and Sioux City in selling his goods in the neighboring towns. This being wholly an interstate question over which the Board had no jurisdiction the matter was referred to the Interstate Commission.

This meeting was also attended by quite a large number of farmers, who without exception, when called upon, stated that what the producers wanted in this state was a low rate to market for their products. After hearing quite a lengthy discussion the Board adjourned.

Afterwards, to-wit, on the 26th day of August, 1891, the Board of Transportation passed a resolution, instructing the Secretaries to prepare findings and recommendations upon the evidence received on the rate question, and present the same to the Board.

On the 18th day of September, 1891, the Secretaries presented to the Board the following findings and recommendations:

*To Messrs. Benton, Hill, Hastings, Allen, and Humphrey, Members of the Board of Transportation.*

GENTLEMEN: Pursuant to a resolution of your Board directing the Secretaries to prepare a statement of facts in the matter of transportation rates in this state we respectfully submit the following:

In order that you, and through you the people of the state, may have a more comprehensive view of the whole controversy on the question of freight rates between the people and the railroads of the state we call your attention :

First—To a brief history of the controversy from its earliest beginning, showing the situation as it was up to the time when the present members of the Board went into office.

Second—To such facts, figures, and arguments as we have been able to gather from both sides, to the controversy at the recent public investigation held by this present Board, and to other facts ascertained by the Secretaries prior to and since the recent public investigations.

The present controversy between the people and the railroads of this state originally grew out of the question, not of rates or reduction of rates, but of control. The people, recognizing the railroads as common carriers, not entitled under the state constitution to the same broad liberty of action in business that the individual citizen has, wanted to control the roads. The roads, impatient of interference, wanted to control themselves and manage their business in their own way. The roads were aggressive in business matters. They crowded the rapid development of their systems in all directions throughout the state with an energy never before equaled in history. Had they been less energetic and less forceful in the early settlement of the state there would have been less progress and less material development. Not only were the railroads energetic and forceful, but they were arrogant and overbearing in their methods. By the very force of their splendid energy they were natural usurpers of power, and the individual citizen stood in awe of a magnificent combination of capital, brains, and energy that had no conscience and no soul. To protect himself against its aggressiveness his first instinct was to pass laws that would curtail its legal rights. To prevent the passage of such laws was the natural instinct of the roads. The citizen at once appealed to public sentiment with a view of securing the passage of such laws as he deemed necessary to check this growing railroad power. Had the railroad people at this point calmly considered, yielding to the passage of such laws, for general control, as the people under the constitution were entitled to, submitting to control rather than seeking to control, they would have secured popular sympathy instead of arousing popular distrust. And had the citizen pur-

sued the even tenor of his way, holding fast for what was his by right, mowing forward in the line of his own good common sense, avoiding rather than seeking a quarrel with the railroads, electing only honest men to the legislature, he would have secured earlier in the struggle the legal control and the legal remedies which he sought for, and, preserving his even temper and cool judgment, he would have been able to recognize justice when he found it, and to know when he had gone far enough. When the public will is moved by judgment, and not by prejudice, there is always inherent in the popular heart a love of justice and fair play; but when baffled by tricks and bullied by unlawful assumption of power, the public will becomes perverted and moves by caprice and not by reason. At such times the professional agitator finds public sentiment an easy prey to his mischievous doctrines.

Never in history has a better opportunity been given to arouse popular prejudice than was given by the railroad managers in this state in the earlier stages of this controversy. As the anti-railroad sentiment grew and became threatening in its attitude, railroad manipulation became less scrupulous; and the louder the clamor for railroad legislation and railroad control, the more the railroads refused to yield to the reasonable demands, and the more they sought through political intrigue to defeat the popular will.

It seems strange that a community of producers of more than average intelligence, and a community of railroad managers and builders, having so much at stake of mutual interest, should allow a dangerous feud to grow up between them.

In the dispute as it originally began there is no doubt the railroads were in the wrong. They were stubborn and unyielding at a time when they should have been satisfied to live and let live. The people asked only what was reasonable, and what was guaranteed to them under the state constitution. For many years the roads were able, through their political power, to defeat legislation. They were the stronger of the two in the contest. They were the only capitalists in the state and were rich. The producers were few in number and were poor. The railroads had plenty of money, and they spent it lavishly in the construction of new lines. They were powerful in politics, and were aggressive and arrogant in their manipulations of men and measures to accomplish their purposes. Their overmaster-

ing influence in the state aggravated the temper of the people and banded them still more closely together in a still stronger anti-railroad sentiment. At length, in 1881, came the first victory for the people, in the form of an act by the legislature fixing a maximum rate. It was not a reduction of rates, but a fixing of a definite limit, above which the rate tariff might not go. This rate was taken from the lowest published schedule of rates then in force. In this the people had gained one point, that of control. No sooner had this law been enacted granting control over rates than the people began to demand more control. They demanded a court that should have general supervision over the roads, with power to judge and decide questions in dispute, before whom they might bring specific complaints and have them promptly and fairly adjusted. In obedience to this popular demand a railroad commission was created in 1885. This was the second victory for the people.

No sooner had the commission been created than it became unpopular. The people had now gone beyond the question of general control, and the fixing of a maximum rate, to the question of reduction of rates, and the commission had no power to reduce. The cry was raised to abolish the commission, and create in its stead a new court which should have still greater authority as to general control, and which should be vested with power to reduce rates. Again the people were victorious, and the law-makers of 1887, composed largely of farmers, created the Board of Transportation. This Board, as now constituted, consisted of eight members, five of whom were elected by direct vote of the people, and exercised controlling power in the official acts of the Board.

This law was a practical embodiment of the national law creating the interstate commerce commission. It was urged by those who demanded this new court that a majority of its members, being elected by direct vote of the people, and owing allegiance alone to the citizen who cast the ballot, the power to fix rates of transportation would be under the direct surveillance of the producer, the only check on his individual judgment being the individual will and the individual judgment of the officials whose authority his vote had created.

The producing classes of the state had at length prevailed, after much agitation, much engendering of bad feeling, and much loss of confidence of both parties in each other. So far as legal advantage

was concerned, the public will had asserted itself and the producer commanded the situation.

The only question yet to solve was as to what extent rates should be reduced. Here the struggle shifted from the people in general against the roads to the Board of Transportation against the roads.

The result of this contest between the Board of Transportation and the railroads was a general average reduction on local and through rates of  $33\frac{1}{3}$  per cent. This was the most sweeping and far-reaching reduction ever accomplished by any board of railroad commissioners in the United States. It not only affected the local rates over which the Board had absolute control, but interstate rates over which the Board had no control, and that were of greatest importance. In this attack the Board of Transportation was so vigorous, and their demand was crowded with such determination and force, that the roads were compelled to make great concessions on the interstate rates. And when these concessions were made it was tacitly understood and agreed between the Board and the roads that the local rates should not again be disturbed until such time as the local interchange of business in this state should be of more general importance to the people than it was then. In order that you may more fully comprehend what was involved in the issue between the Board and the roads at this time you should bear in mind that a reduction of the local rates in Nebraska meant to the roads a general corresponding reduction in local rates in Kansas, Colorado, Wyoming, Montana, Utah, Idaho, Nevada, Oregon, and Washington. The Board saw this point as clearly as the roads did. The Nebraska Board of Transportation had indirect power to cause a reduction in all these other western states, where there were no boards of control.

The Board used their power over local rates to extort from the roads broad and liberal concessions on interstate through rates, which was the vital question to Nebraska producers.

So swift had been the progress of the anti-railroad sentiment in this state, and so fierce had it become in its demands, it stopped not to recognize what the Board had done, but passed on from the demand for reduction to the demand for more reduction.

In the trial that took place in the summer of 1887, the roads resisted reduction with great force and determination. They fought most determinedly every inch of ground from beginning to end. The



Board being composed in part of men of high legal standing, being assisted by a "rate expert" of recognized ability, investigation was most thorough and complete.

In view of the fact that the Board secured this sweeping reduction, and has since that time made still further reduction, it would seem that as a rate reducer it had fairly earned from the producers of the state some slight gratitude, if not respect; and it would seem that, after having brought the railroad power to terms, the anti-railroad sentiment should have been, for a while at least, reasonably satisfied. The scene had now changed since the earlier part of the struggle. The roads have expended their money in the building of new lines that were unprofitable. They were obliged to exercise the strictest economy in order to make even a small dividend. The C., B. & Q. railroad lost in the strike of 1883, \$3,000,000, which, together with the reduction of rates, caused their stock to decline 50 cents on the dollar. Hard times was staring them in the face. In the meantime farmers in the state had prospered.

We have shown to you how this controversy first started, over the question of control. How in 1881 a maximum rate was fixed, which was control. How the people then demanded more control, and how in 1885 the commission was created for more control. How the people then demanded still more control, and reduction of rates. How in 1887 the commission was abolished and the Board of Transportation created, which had not only power to exercise still more control, but to reduce rates, and which actually did, in the contest with the Elkhorn road, cause a reduction of  $33\frac{1}{3}$  per cent, supplementing this reduction with still further reduction on coal and grain. How the railroad power of this state had been rebuked for its audacity, punished for its rapacity, and yet the agitation was not one whit cooled in its fury, but grew in force and violence and called louder than ever for still more reduction. Again the second newly elected Board of Transportation took up the question and called a meeting for still further investigation.

The Board saw no way of arriving at the facts only by investigation. The question then pending before the Board when the present members came into office in the earlier part of the year was "still more reduction." Recognizing its duty as a court to render judgment according to facts and according to justice, it at once set about to ascertain facts.

On the 13th of August this Board sat at Lincoln, as per previous announcement, to take evidence and hear argument. It is worthy of note that no person appeared at that or any subsequent meeting of the Board who advocated the lowering of the rates of the products of our farms to our markets. But at the Lincoln meeting it was urged upon the Board that the short haul rates be modified, with no complaint whatever as to rates as now fixed on grain, live stock, or coal.

It is also worthy of special notice that the gentleman making this argument made no effort to show that the rates on our out shipments of Nebraska farm products were unreasonably high, his argument being confined to a criticism of the Nebraska distance tariff. He charged that the rates in this state were founded on what is known as the long haul theory; he said:

“The purposes for which the rates are fixed are as follows:

“First, to protect the existence, under the rule of charging all the traffic will bear, of such internal industries of the state as produce articles for a distant market such as corn, oats, and packing house products, upon which they can collect freight charges for a long haul.

“Second, to prevent and prohibit as far as possible such internal industries of the state as might supply the home markets of the state with those commodities which the road is now hauling into the state from long distances at high freight rates.”

He also claimed: “That the local distance tariff of the C., B. & Q. was formulated with this second purpose in view.” He claimed the freight most used by the people is that shipped under the rates for fourth and fifth class. The rates on the fourth and fifth class freight, are those, therefore, which are of the most importance to the people, yet it is on fourth and fifth class freight that we meet with the greatest discrimination under the local distance tariff in Nebraska, a discrimination operating against the local shippers and in favor of the shippers living in cities far distant from the state. This discrimination against the shippers in interior Nebraska results from the disproportion existing between the low through rates to the state, and the high local rates in the state.

It must occur at once to any ordinary man that a low rate for the long haul is the very life of Nebraska.

If the principal business of the people of the state was to exchange commodities among each other, from town to town, on short hauls.



within the state, then they would want rates based on the short haul theory. But if the principal business of the people of the state is to raise grain and stock for a far away eastern market, and to import building material and family supplies from a far away eastern market, then the low rate on the long haul is absolutely vital to their interests.

The producer in Nebraska is interested in rates only on such articles as he buys and sells. It makes no difference to him what the rate is on hoop-poles if he never buys or sells hoop-poles. He is interested only in the freight he pays, either as buyer or seller. Admitting, for the sake of argument, that he pays the freight both ways, both on what he buys and what he sells, he then pays both the long haul and short haul freight, and to determine which of the two hauls he would have the rate based on he must first ascertain which haul he uses most. If the shipment of these articles which he buys and sells are mostly long haul shipments, then he wants the rates favorable to the long haul theory; but if the shipments are mostly short haul shipments, then he wants the rates based on the short haul theory.

Let us take an average Nebraska farmer, and see whether the tonnage on which he pays freight is handled mostly on the long or short haul. The average Nebraska farmer ships or receives in one year 2,000 bushels, or 120,000 pounds, of grain; 40,000 pounds of live stock; 20,000 pounds of coal, salt, lumber, etc.; 500 pounds of groceries; 1,500 pounds of miscellaneous articles; making in all a total of 200,000 pounds, on which he pays freight either as a buyer or seller. Not over 500 pounds, or one-quarter of 1 per cent of this, is handled on the local distributing rate.

Would the farmer who pays freight on 300 pounds of sugar and two car loads of fat steers prefer to have the rates adjusted in favor of the sugar rather than the steers? Or, if he sells a fat hog and purchases a paper of pins, will he complain that in the adjustment of freight rates, discrimination is made in favor of the hog and against the pins?

The principal transactions of our people in Nebraska do not consist in buying, but in selling. We are producers rather than consumers. Our present prosperity was not attained by purchasing groceries but in the selling of cattle, hogs, and grain. The future wealth of our farmers depends not on the price of what they buy in the stores of their nearest town, but on the price of what they sell to eastern mar-

kets. And yet men appear before this Board and appeal to the farmers through the press, criticising the long haul theory on which our rates are based, because they say it discriminates in favor of the long haul shipments of our grain and live stock, rather than on the local distribution of groceries. They say this present system tends to build up the producer of our farm products rather than the man who sells sugar and coffee, and they point to a list of 600 articles of merchandise which they say are discriminated against for the benefit of the Nebraska steer. If it could be shown that the list embraced six hundred times six hundred articles, it would still be true that the short haul freight paid by an ordinary farmer in one year's purchase of these articles would not amount to as much as the freight on one fat steer from here to Chicago. And so long as the Nebraska steer continues to be of so much importance in the business transactions of this state, in the adjustment of our freight rates, it seems meet and proper that the interest of our steer should stand paramount. Bear in mind always, that of all the freight paid on all the articles bought and sold in a whole year's transaction of our ordinary farmer the short haul freight is only one-quarter of 1 per cent. Less than 1 per cent of all the tonnage of Nebraska roads is included in agricultural implements and merchandise shipped locally. The principal items of commerce in the state are grain, coal, lumber, live stock, and meat products; they being 70 per cent of all the commerce of the state. Less than 1 per cent of grain, coal, and lumber is local business, because we have no forests or mines, and small local demand for grain shipped by rail.

An agitator may stand before an audience of people and set them wild with excitement, or he may appeal through the press and raise an army of 70,000 voters by quoting technical instances in which the local rates on these articles seem disproportioned to the long haul rate; but when these 70,000 men stop to consider that less than 1 per cent of coal, grain, and lumber is local business, the argument falls to the ground, and the agitator only proves how mischievous a man can be when he talks with the purpose to deceive. Now it may be asked if the distributing rate is so little used by the people of the state, to reduce it would not seriously affect the income of the roads, why not reduce it and silence the popular clamor? It is easily explained why a reduction of this tariff in Nebraska, although it is little used by the ordinary farmer, might seriously affect those Nebraska

railroads which have extended their lines into states west of us. It is plain to any man that, as we approach the west, where the country is more sparsely settled, and the tonnage is lighter, higher rates must prevail in proportion to the decrease of business. Nebraska, doing a much less business on the distributing rate, must have a higher rate than Iowa; and Colorado and Wyoming and other western states must stand a still higher rate than Nebraska, and the tariff should be so arranged that the proportion in advance of rates shall be consistent with the decrease of business in each state. If the Nebraska distributary rate is put on a plane with that of Iowa, the discrepancy between the Nebraska rates and the states west of us would then be too great, and immediately the demand would come from those states for a reduction consistent with the Nebraska rates, and such reduction would be a serious matter in its effects on the revenues of the roads in those states, where the conditions are dissimilar to ours, and where the distributary rate is more in use. Will the Nebraska farmer insist that for the sake of the reduction of one-quarter of 1 per cent. of his freight bills he will jeopardize our present low through rate to the eastern market? But it is also urged that our local distance rate in Nebraska should be put on a par with that of Iowa. In considering that question the one point vital to the farming interests of Nebraska is whether our stock and grain can be shipped from the interior of the state to Omaha and Lincoln on the local distance tariff, and from thence to Chicago and St. Louis, and whether, when these products reach Chicago and St. Louis, they have paid per mile, in proportion to the distance traveled, more than the same products would have paid had they started in Iowa instead of Nebraska. When a Nebraska steer reaches Chicago in the form of dressed meat, the question with him is not what it costs him to travel through Nebraska or Iowa or Illinois, but what he paid for the whole trip, and whether a proportionate reduction has been made in accordance with the distance traveled. If he has traveled twice as far as the Iowa steer, then he should have paid, not twice as much, but less than twice as much as the Iowa steer. For the purpose of ascertaining whether in the adjustment of rates the Nebraska steer is being fairly treated in comparison with the Iowa steer, let us take one of each, follow him to Chicago, and see how they stand in relation to cost of transportation. Take a Nebraska steer at Hemingford, Nebraska; ship him to

Omaha under the Nebraska tariff, which is 22.8 per hundred pounds; kill him and ship the dressed meat to Chicago at 22 cents per hundred pounds. He has traveled 931 miles and has paid 44.8 per hundred pounds. Now take an Iowa steer and haul him alive the same distance over a "C" road at Iowa local rates, 31 cents per hundred pounds; kill him at the Cedar Rapids packing house, and ship the dressed meat to Chicago at 17 cents per hundred pounds. He has now traveled 650 miles and has paid 48 cents per hundred pounds. The Nebraska steer travels 931 miles and pays 44 cents per hundred pounds. The Iowa steer travels 650 miles and pays 48 cents per hundred pounds. Forty-eight cents for 650 miles as against 44 cents for 931 miles. The Nebraska steer has traveled once and one-half the distance of the Iowa steer at an actual less cost. Take a Nebraska steer at Funk, Nebraska; ship him to Omaha, 200 miles in a thirty-six foot car, at 14.5 cents per hundred pounds; now add rate on product to Chicago from Omaha, 22 cents, and your Phelps county steer is in Chicago, a distance of 700 miles, at 36.5 cents per hundred pounds. Take an Iowa steer and ship him from a point 200 miles west of Cedar Rapids over an "A" road at 15.5 cents per hundred pounds; add rate on product from Cedar Rapids to Chicago, 17 cents, and your Iowa steer has paid 32.5 cents per hundred pounds on a distance of 419 miles. The Phelps county, Nebraska, steer pays only 4 cents per hundred pounds more to reach Chicago than the Iowa steer, and yet he travels nearly twice the distance.

Now take a Nebraska steer at Mason, in Custer county, Nebraska; ship him to Omaha, 200 miles over what would be a "C" road, at 15.2 cents per 100 pounds; add rate on product from Omaha to Chicago, 22 cents, and the Custer county steer stands charged with 37.2 cents per 100 pounds, and has traveled 700 miles. Take your Iowa steer over a "C" class road 200 miles, at 20.17 cents per 100 pounds, from Cedar Rapids, add 17 cents on product to Chicago, and the Iowa steer stands charged with 37.17 cents per 100 pounds for a ride of 419 miles. The Nebraska steer has traveled 700 miles as against 419 miles for the Iowa steer, and paid only  $\frac{8}{10}$  of 1 cent per 100 more.

In all ages of the world's history since commerce was first instituted among men there have been opportunities by the skillful use of figures in proving to the poor man that he is being abused by the rich man and in proving to the individual that the corporation is his natu-

ral enemy, but never was a subject more capable of being twisted with mischievous effect by the skillful use of figures and the singling out of technicalities than the subject of transportation.

In discussing freight rates a man in Adams county might say: Gentlemen, you are corn raisers. I wish to show you wherein you are paying extortionate rates on corn. He then points out that the rate on corn from Hastings to Sutton, 25 miles, is 5 cents per 100 pounds; while the rate from Omaha to Chicago is only 19 cents per 100 pounds, the distance being 500 miles, or twenty times as far. He shows how this discrimination in local corn rates keeps the farmer poor, and wishes to have it so adjusted that the corn rate between Hastings and Sutton shall be as low proportionately as that between Omaha and Chicago. In telling only half of the truth he has deceived the Adams county corn raiser in a most mischievous manner. In the first place the Adams county farmer has no occasion to ship corn from Hastings to Sutton. If the conditions were such in this state that we consumed all our own products here in the state, shipping it from one town to the other on the short haul, and if we had forests for our own lumber and mines for our own coal and salt; if we exported nothing to a far distant market and imported nothing from a far distant market; if our commerce as a state consisted, in the main, in an exchange of commodities among each other, then we would want the rates adjusted so as to favor the short haul, and discriminate against the long haul. Not only would the Adams county farmer want a low corn rate from Hastings to Sutton, but he would want the through rates between Illinois and Nebraska as high as possible, to prevent the Illinois farmer from sending his farm products into Nebraska to compete in the Nebraska market with the Nebraska product. If the farmers in Illinois could have their will in the adjustment of Nebraska rates, they would so adjust it as to make the long haul rate between Nebraska and Chicago so high that it would practically exclude Nebraska grain and stock from the Chicago market.

The Adams county farmer is not engaged in selling corn in the Sutton market, but in the Chicago market, and the price he receives for his grain is the price in Chicago, less the price it costs to get it there. In reckoning this cost it is not material what rate the corn pays as it travels between Hastings and Sutton, or between Hastings and Omaha, or what it pays while passing through Iowa or Illinois,

but whether, when it has reached Chicago, it has traveled on a through rate for the whole distance, consistent with the through rate for the whole distance paid by the Iowa and Kansas corn, with which it must compete in the Chicago market. The Adams county farmer cannot expect the railroads to annihilate distance. He cannot expect the produce of his farm, located in central Nebraska, to be laid down in Chicago at the same identical cost as that of the Iowa farmer who is several hundred miles nearer. He has, however, a right to demand that his product, when it comes in competition with the Iowa product in Chicago, to pay a lower rate per mile in proportion to the longer distance it has traveled.

By investigation we find that the discrimination is in favor of the Nebraska product as compared with the Iowa. Take an example. The rate on corn from Hastings to Chicago is 23 cents per 100 pounds. To reach Chicago it travels 626 miles and pays at the rate of  $\frac{7}{10}$  of 1 cent per mile. From Murray, Iowa, to Chicago the corn rate is 17 cents per 100 pounds. The distance is 365 miles and the rate per ton per mile is 1 cent. The Nebraska corn travels at  $\frac{7}{10}$  of 1 cent, while the Iowa corn pays 1 cent per ton per mile.

Now let us take a Nebraska hog to Chicago and see whether the discrimination is against him and in favor of the Iowa hog. Take him from Republican City to Lincoln, alive, at 16 cents per 100 pounds. Take the product from Lincoln to Chicago at 25 cents per 100 pounds, and your Nebraska hog has paid 41 cents per 100 pounds to reach Chicago, 720 miles away, his freight being at the rate of 1.14 cents per ton per mile. Take the Iowa hog the same distance over a class "A" road, and from the packing house at Cedar Rapids take the product to Chicago, and your Iowa hog has paid 31 cents per 100 pounds to reach Chicago, a distance of 400 miles, and has cost at the rate of 1.6 cents per ton per mile.

Take the question of coal rates. From Rich Hill, Mo., to Lincoln, Neb., the distance is 287 miles, and the rate is \$1.15 per ton, or  $\frac{4}{10}$  of 1 cent per mile per ton. The Iowa rate on an "A" road for 287 miles would be \$1.22 per ton, or  $\frac{4.5}{100}$  of 1 cent per ton per mile—a difference on a 287 mile haul in favor of Nebraska of 7 cents per ton. From the Muchakeroick mines the coal rate to Lincoln is \$1.27 per ton, the distance being 370 miles. The Iowa rate on class "A" road for the same distance is \$1.31 per ton, or 4 cents per ton in favor of Nebraska.



Now let us take a Nebraska farmer and put him into the market in St. Louis where he wants to sell corn in competition with the Missouri farmer. The Nebraska farmer pays on corn from Adams county to St. Louis 18 cents per 100 pounds on a distance of 580 miles. The Missouri farmer from Jackson county, Missouri, pays 14 cents per 100 pounds, a distance of only 285 miles. The Nebraska farmer has paid only 4 cents more per 100 pounds than the Missouri farmer, and has hauled his products over twice as far.

We have given you in the foregoing a brief history of the rate matter as we have found it, and from that history and from the evidence and reports on file in our office we beg leave to submit in conclusion the following findings of fact:

First—We find from the evidence, and sworn statements and reports, on file in our office, and from personal inspection, that the railroads in this state could not be duplicated for a less sum than \$30,000 per mile, taking into consideration their equipments and depot and terminal facilities.

Second—We find from the evidence and sworn reports heretofore filed in our office that the railroads have, for the years of 1887, 1888, 1889, and 1890, made the following rate per cent per annum upon what, in our estimation, upon a careful investigation, would be the lowest amount for which they could be duplicated or paralleled:

For the year ending June 30, 1887, the Chicago, Burlington & Quincy railroad had a total length of 1,781.77 miles.

Cost at \$30,000 per mile.....	\$53,453,100
Gross earnings.....	7,944,814
Operating expenses and taxes.....	3,811,400
Net earnings.....	4,133,414

Per cent per annum, 7.7.

For the year ending June 30, 1887, the Missouri Pacific had a total length of 150 miles.

Cost at \$30,000 per mile.....	\$4,500,000
Gross earnings.....	166,867
Operating expenses and taxes.....	305,261

Deficit, \$138,394.

For the year ending June 30, 1887, the Chicago, Kansas & Nebraska had a total length of 134.13 miles.

Cost at \$30,000 per mile.....	\$4,023,900
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Gross earnings.....	\$38,862
Operating expenses and taxes.....	38,940
Deficit, \$78.	

For the year ending June 30, 1887, the Chicago, St. Paul, Minneapolis & Omaha railroad had a total length of 222.98 miles.

Cost at \$30,000 per mile.....	\$6,689,400
Gross earnings.....	681,869
Operating expenses and taxes.....	515,779
Net earnings.....	166,090
Per cent per annum, .024.	

For the year ending June 30, 1887, the Union Pacific system had a total length of 981.52 miles.

Cost at \$30,000 per mile.....	\$29,445,600
Gross earnings.....	6,129,490
Operating expenses and taxes.....	3,900,630
Net earnings.....	2,228,851
Per cent per annum, .076.	

For the year ending June 30, 1887, the Fremont, Elkhorn & Missouri Valley railway had a total length of 717.79 miles.

Cost at \$30,000 per mile.....	\$21,533,700
Gross earnings.....	2,270,990
Operating expenses and taxes.....	1,184,209
Net earnings.....	1,086,781
Per cent per annum, .05.	

Total number of miles for the year ending June 30, 1887, 3,988.	
Total cost of roads.....	\$119,643,000
Total gross earnings.....	17,232,892
Total expenses and taxes.....	9,756,228
Total net earnings.....	7,476,664
Average per cent for the year ending June 30, 1887, .062.	

For the year ending June 30, 1888, the Chicago, Burlington & Quincy railroad had a total length of 2,115.64 miles.

Cost at \$30,000 per mile.....	\$63,469,200
Gross earnings.....	6,888,365
Operating expenses and taxes.....	4,895,168
Net earnings.....	1,993,196
Per cent per annum, .031.	



For the year ending June 30, 1888, the Missouri Pacific railway had a total length of 193 miles.

Cost at \$30,000 per mile.....	\$5,790,000
Gross earnings.....	526,982
Operating expenses and taxes.....	365,747
Net earnings .....	161,235

Per cent per annum, .028.

For the year ending June 30, 1888, the Chicago, Kansas & Nebraska railroad had a total length of 141.50 miles.

Cost at \$30,000 per mile .....	\$4,245,000
Gross earnings.....	161,594
Operating expenses and taxes.....	222,326

Deficit, \$60,731.

For the year ending June 30, 1888, the Chicago, St. Paul, Minneapolis & Omaha had a total length of 244.52 miles.

Cost at \$30,000 per mile.....	\$7,335,600
Gross earnings.....	702,243
Operating expenses and taxes.....	630,331
Net earnings.....	71,912

Per cent per annum, .0098.

For the year ending June 30, 1888, the Union Pacific system had a total length of 981.57 miles.

Cost at \$30,000 per mile.....	\$29,447,400
Gross earnings.....	7,029,775
Operating expenses and taxes.....	4,703,277
Net earnings.....	2,326,498

Per cent per annum, .078.

For the year ending June 30, 1888, the Fremont, Elkhorn & Missouri Valley railway had a total length of 953.52 miles.

Cost at \$30,000 per mile.....	\$28,605,600
Gross earnings.....	2,696,609
Operating expenses and taxes.....	1,682,965
Net earnings.....	1,013,643

Per cent per annum, .035.

Total number of miles for the year 1888, 4,629.75.

Total cost of roads at \$30,000 per mile.....	\$138,892,800
Total gross earnings.....	18,005,568

Total expenses and taxes.....	\$12,499,814
Total net earnings.....	5,505,753

Average per cent, .039.

For the year ending June 30, 1889, the Chicago, Burlington & Quincy railroad had a total length of 2,121.26 miles.

Cost at \$30,000 per mile.....	\$63,637,800
Gross earnings.....	11,357,901
Operating expenses and taxes.....	7,504,717
Net earnings.....	3,853,184

Per cent per annum, .06.

For the year ending June 30, 1889, the Missouri Pacific railroad had a total length of 380 miles.

Cost at \$30,000 per mile.....	\$11,400,000
Gross earnings.....	1,505,601
Operating expenses and taxes.....	1,127,813
Net earnings .....	377,788

Per cent per annum, .033.

For the year ending June 30, 1889, the Chicago, Kansas & Nebraska railway had a total length of 141.50 miles.

Cost at \$30,000 per mile.....	\$4,245,000
Gross earnings.....	349,952
Operating expenses and taxes.....	278,453
Net earnings .....	71,499

Per cent per annum, .016.

For the year ending June 30, 1889, the Chicago, St. Paul, Minneapolis & Omaha railway had a total length of 240.18 miles.

Cost at \$30,000 per mile.....	\$7,205,400
Gross earnings.....	1,096,195
Operating expenses and taxes.....	704,335
Net earnings .....	391,860

Per cent per annum, .054.

For the year ending June 30, 1889, the Union Pacific system had a total length of 1,176.20 miles.

Cost at \$30,000 per mile.....	\$35,286,000
Gross earnings.....	6,261,065

Operating expenses and taxes.....	\$3,923,797
Net earnings.....	2,337,268
Per cent per annum, .066.	

For the year ending June 30, 1889, the Fremont, Elkhorn & Missouri Valley railway had a total length of 1,010.86 miles.

Cost at \$30,000 per mile.....	\$30,325,800
Gross earnings.....	2,509,783
Operating expenses and taxes.....	1,489,584
Net earnings.....	1,020,199
Per cent per annum, .033.	

Total number of miles, 5,070.

Total cost at \$30,000 per mile.....	\$152,100,000
Total gross earnings.....	23,074,497
Total expenses and taxes.....	15,028,699
Total net earnings.....	8,045,798

Average per cent, .052.

For the year ending June 30, 1890, the Chicago, Burlington & Quincy railroad had a total length of 2,213.37 miles.

Cost at \$30,000 per mile.....	\$66,401,100
Gross earnings.....	7,944,142
Operating expenses and taxes.....	4,864,653
Net earnings.....	3,079,489

Per cent per annum, .046.

For the year ending June 30, 1890, the Chicago, Kansas & Nebraska railway had a total length of 141.28 miles.

Cost at \$30,000 per mile.....	\$4,238,400
Gross earnings.....	390,802
Operating expenses and taxes.....	294,525
Net earnings.....	96,277

Per cent per annum, .021.

For the year ending June 30, 1890, the Chicago, St. Paul, Minneapolis & Omaha railway had a total length of 240.18 miles.

Cost at \$30,000 per mile.....	\$7,205,400
Gross earnings.....	1,170,322
Operating expenses and taxes.....	846,496
Net earnings .....	323,826

Per cent per annum, .044.

For the year ending June 30, 1890, the Fremont, Elkhorn & Missouri Valley railway had a total length of 1,010.40 miles.

Cost at \$30,000 per mile.....	\$30,312,000
Gross earnings.....	2,585,348
Operating expenses and taxes.....	\$1,764,591
Net earnings .....	820,757

Per cent per annum, .027.

For the year ending June 30, 1890, the Kansas City, Wyandotte & Northwestern railway had a total length of 20.10 miles.

Cost at \$30,000 per mile.....	\$603,000
Gross earnings.....	49,096
Operating expenses and taxes.....	73,048

Deficit, \$23,952.

For the year ending June 30, 1890, the Missouri Pacific in Nebraska had a total length of 322.22 miles.

Cost at \$30,000 per mile.....	\$9,666,600
Gross earnings.....	1,950,248
Operating expenses and taxes.....	1,401,736
Net earnings.....	548,512

Per cent per annum, .056.

For the year ending June 30, 1890, the Union Pacific system had a total length of 1,188.92 miles.

Cost at \$30,000 per mile.....	\$35,667,600
Gross earnings.....	7,079,127
Operating expenses and taxes.....	4,798,207
Net earnings .....	2,280,920

Per cent per annum, .063.

Total number of miles of road for 1890, 5,136.47.

Total cost of road.....	\$154,094,100
Total gross earnings.....	21,169,085
Total expenses and taxes.....	14,043,256
Total net earnings.....	7,126,829

Average per cent, .046.

For the year ending June 30, 1891, the Fremont, Elkhorn & Missouri Valley railway had a total length of 1,012.14 miles.

Cost at \$30,000 per mile.....	\$30,364,200
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Gross earnings.....	\$2,950,420
Operating expenses and taxes.....	1,684,886
Net earnings .....	1,265,534

Per cent per annum, .0416.

For the year from June 30, 1890, to July 31, 1891, the Chicago, Burlington & Missouri River railroad had a total length of 3,135.74 miles.

Cost at \$30,000 per mile.....	\$94,072,200
Gross earnings.....	4,572,073
Operating expenses and taxes.....	3,382,626
Net earnings .....	1,189,447

Per cent per annum, .01264.

In obtaining the net earnings of the railroads for the years 1889 and 1890, we have been compelled to figure on a mileage basis. By that we mean taking the earnings of the roads as a whole, and taking that proportion of the whole net earnings as the miles of the system in Nebraska bear to the entire mileage; which manner of figuring makes the roads in Nebraska earn the same amount per mile as in the states of Illinois, Iowa, Missouri, and any other states into which the system extends.

Third—We find that the local rates of Nebraska are as low as those of other states similarly situated, and the following tables of comparative local rates are conclusive evidence of these findings: (See Exhibit "A.")

## EXHIBIT "A."

*Classes 1, 2, 3, 4, 5, A, B, C, D, E, in Cents per Hundred Pounds.*

	1	2	3	4	5	A	B	C	D	E	Soft coal per ton.	Hard coal per ton.
<b>25 MILES.</b>												
Nebraska.....	22	19	17	14	10	10	9	7	6	3.5	\$0.60	\$0.60
South Dakota.....	24	19	17	14	10	10	9	8	8	6	1.00	1.30
Kansas.....	22	19	17	14	10	10	9	7	6	4.5	.90	1.17
Colorado.....	24	19	17	14	10	10	9	8	8	6	1.00	1.30
Wyoming.....	24	19	17	14	10	10	9	8	8	6	1.00	1.30
Missouri.....	25	20	16	13	11	11	9	8	7	5	.65	.97½
Minnesota.....	22	18	15	11	9	9	8	7	6	4	.....	.....
Iowa—"A".....	17	14.45	11.34	8.5	5.95	6	5.95	5.1	4.24	3.4	.46	.76
Iowa—"C".....	22.1	18.79	14.74	11.95	7.73	7.8	7.73	6.63	5.57	4.42	.60	.98
<b>100 MILES.</b>												
Nebraska.....	52	45	40	35	30	24	16	14	10	7	1.20	1.20
South Dakota.....	55	45	40	35	30	27	19	15	15	11.25	1.60	2.08
Kansas.....	52	44	38	31	27	24	16	14	10	7.5	1.50	1.95
Colorado.....	55	45	40	35	30	27	19	15	15	11.25	1.60	2.08
Wyoming.....	55	45	40	35	30	27	19	15	15	11.25	1.60	2.08
Missouri.....	46	36	27	21	17	17	15	13	11	9	1.00	1.50
Minnesota.....	40	33	27	20	16	16	14	12	10	8	.....	.....
Iowa—"A".....	24	20.4	16	12	8.4	9	8.4	7.2	6	4.8	1.00	1.36
Iowa—"C".....	31.2	26.52	20.8	15.6	10.92	11.7	10.92	9.36	7.8	6.24	1.30	2.00
<b>200 MILES.</b>												
Nebraska.....	74	66	59	47	42	35	27	23	17	10.5	1.80	1.80
South Dakota.....	72	61	47	36	29	29	25	21	18	14	2.45	3.18½
Kansas.....	73	65	58	46	41	34	26	22	16	12	2.45	3.18½
Colorado.....	72	61	47	36	29	29	25	22	18	14	2.45	3.18½
Wyoming.....	72	61	47	36	29	29	25	22	18	14	2.45	3.18½
Missouri.....	73	54	49	37	28.5	30.5	23.25	18.75	15.75	12.05	1.50	2.25
Minnesota.....	60	50	40	30	24	24	21	18	15	12	.....	.....
Iowa—"A".....	40	30.2	23	18.6	14.2	15.9	13	11.1	9.39	8	1.30	2.00
Iowa—"C".....	52	39.26	29.9	24.18	18.46	25.67	16.9	14.43	12.05	10.4	1.69	2.60
<b>300 MILES.</b>												
Nebraska.....	83	75	68	56	51	44	36	27	20	15	2.30	2.30
South Dakota.....	92	78	60	46	37	37	32	28	23	18	.....	.....
Kansas.....	83	75	68	56	51	41	34	27	21	16	3.25	4.22
Colorado.....	92	78	60	46	37	37	32	28	21	16	.....	.....
Wyoming.....	92	78	60	46	37	37	32	28	21	16	.....	.....
Missouri.....	83	67	59	48.5	33.5	35.5	25.75	21.25	17.75	15	2.00	.....
Minnesota.....	75	63	50	38	30	30	26	23	19	15	.....	.....
Iowa—"A".....	56	40	30	25	20	22.5	17.5	15	12.5	11	1.50	2.40
Iowa—"C".....	72.8	52	39	32.5	26	29.25	22.75	19.5	15.25	14.3	1.95	3.12

## CLASSIFICATION OF IOWA ROADS.

It will be noticed in the above table that we have given rates for "A" and "C" roads in Iowa. In explanation of this we will state that in Iowa the law has divided railroads in that state into three classes as follows: All roads whose gross earnings are \$4,000 per mile or over are "A" roads. All roads whose gross earnings are not less than \$3,000, and under \$4,000 per mile, are "B" roads. All others are "C" roads. The schedule rates of Iowa are the rates for "A" roads. "B" roads are allowed to charge 15 per cent and "C" roads 30 per cent more than "A" roads. If Nebraska railroads were so classified they would be as follows: Burlington & Missouri River in

Nebraska proper, from Plattsmouth to Kearney; Omaha & Southwestern; Atchison & Nebraska; all operated by the Chicago, Burlington & Quincy Railroad Company, and the Union Pacific Railway trunk line, from Omaha to state line, would be the only "A" roads, And the Nebraska, Republican Valley, Omaha, and North Platte roads, operated by the Chicago, Burlington & Quincy Railroad Company, and the St. Joseph & Grand Island, operated by the Union Pacific railroad, and the Missouri Pacific, and the Fremont, Elkhorn & Missouri Valley railway, and the Sioux City & Pacific, operated by the F., E. & M. V. railway, and the Chicago, St. Paul, Minneapolis & Omaha railway would be "B" roads. And the Lincoln & Northwestern, Nebraska & Colorado, Grand Island & Wyoming Central, Republican Valley & Southwestern, Lincoln & Black Hills, Oxford & Kansas, Republican Valley & Wyoming, and the Chicago, Nebraska & Kansas, being operated by the Chicago, Burlington & Quincy Railroad Company, and the Kansas City, Omaha & Republican Valley, operated by the Union Pacific Railway Company, and the Chicago, Kansas & Nebraska, Kansas City & Beatrice, and Pacific Railway in Nebraska, and Nebraska & Western would all be "C" roads, making five "A," eight "B," and fifteen "C" roads in this state. "A," 479.46 miles; "B," 2,393.42 miles; "C," 2,267.41 miles.

#### LOW LOCAL RATES.

Fourth—We further find that the coal rates of Nebraska are lower than any other western state, for proof of which we call your attention to the above comparative tariff rates, Exhibit "A."

Fifth—We find that the rate on wheat shipped for milling purposes in Nebraska compares very favorably with the rate of Iowa, as the following table will show:

Wheat for Milling.

Miles.	States.	Rates in cents per hundred
25	Iowa.....	4.43
25	Nebraska .....	4.75
50	Iowa .....	5.25
50	Nebraska .....	6.375
100	Iowa .....	6.75
100	Nebraska .....	9.75
200	Iowa .....	9
200	Nebraska .....	12
300	Iowa .....	11.25
300	Nebraska .....	12
400	Iowa .....	13.5
400	Nebraska .....	13.2

Sixth—That the rate on live stock to the markets of Lincoln and Omaha are lower than the local distance rates and are more favorable to the producer than the rates of other states, and are as favorable as those of Iowa, as the following comparative table will show :

Cattle—Carload.

Miles.	State.	Rate per car.	In cents per cwt.
25	Iowa.....		.0671
25	Nebraska.....	\$15 40	.0516
50	Iowa.....		.0868
50	Nebraska.....	19 80	.1132
100	Iowa.....		.10
100	Nebraska.....	29 70	.1188
200	Iowa.....		.1553
200	Nebraska.....	38 50	.154
250	Iowa.....		.1789
250	Nebraska.....	45 10	.1808
300	Iowa.....		.2002
300	Nebraska.....	50 60	.2014

The cattle rates in Iowa are based on cents per hundred, and in Nebraska on dollars per car. Statistics show that in a thirty-six foot car the average car load is 25,000 pounds. Figuring on that basis the rate to market would be as above shown.



## LOCAL AND THROUGH RATES.

Seventh—We further find that it is of vital importance to protect in every way the producers in this state, and that in order to do so the lowest possible through rate on the farm product must be obtained and maintained. That the local rate, which means the rate between station and station, within the state, is of small significance as compared with the through rates, and is of no interest to the farmer, as everything he uses is shipped to distributive points, such as Omaha, Lincoln, Hastings, Beatrice, and Fremont on a through rate and then sent out over the state on what is known as distributive or jobbers' rates, which are much lower than the local rates now in force; and that all of his grain goes out of the state on a through rate, which at the present time is a far better rate than Iowa enjoys. As example, we cite the fact that at a recent sitting of the Interstate Commerce Commission at the city of Omaha the Iowa farmers made complaint to that body and produced absolute proof that this state has better market rates for its products than Iowa. We cite the rate on corn from Creston, Ia., 396 miles from Chicago, as compared with rates from Venango, Neb., 872 miles from Chicago. Creston, 17 cents per hundred pounds for corn; and from Venango, 25 cents per hundred pounds; making 17 cents per hundred pounds for 396 miles' haul for the Iowa shipper and an additional 8 cents for an additional haul of 476 miles for the Nebraska producer.

Eighth—We further find that the railroads are not in a condition to stand, nor does their net earnings, figured on a basis of cost of \$30,000 per mile and not what they claim they cost, justify any cut in local rates of this state at the present time; and further, that a reduction in the local rates in this state would increase the through rates to market for our grain and would be a blow at the industry of the state. This last finding is fully established by the fact that the Board of Transportation reduced the local rates on hard coal 60 per cent, and yet the price to the consumer was not lowered nor the price at the mines raised, which shows conclusively that the through rates must have been raised.

## RECOMMENDATIONS.

In submitting this report we have presented the facts and figures as we find them from evidence obtainable, from sworn reports now on file in our office. And we would respectfully recommend that no action be taken that will in any way jeopardize the interests of the producers of Nebraska, but that all interests be protected in the fullest manner possible, as provided in the foregoing findings.

W. A. DILWORTH,  
J. N. KOUNTZ,  
J. W. JOHNSON,  
*Secretaries.*

P. S.—In regard to the complaint of Charles H. Johnson, of Norfolk, we make no report at this time for the reason that it is a local matter concerning discrimination against the city of Norfolk and does not properly come in this report, but will be further attended to at once.

## FINDINGS OF THE BOARD.

After a careful and quite thorough investigation of the question of freight rates in Nebraska, which has occupied much time, and has taken a wide range, the State Board of Transportation has arrived at the conclusion that the rates now in force in this state cannot be generally reduced without doing violence to the business interests of the state, and at the same time injuring the shipping and producing classes.

We have come to this conclusion, not by taking the cost of construction and equipments nor the amount of stock and bonds issued per mile, but by making our computations upon the basis of what it would cost to duplicate the property at the present time.

It has been our endeavor to deal fairly and justly with the question, and in arriving at a conclusion we have been governed only by the evidence, statements, and facts produced for our consideration.

A candid examination and comparison of the figures presented to us in the unanimous report of the Board of Secretaries, in the opinion of this Board, fully justifies the conclusion reached: that a general reduction of the rates, as now in force over the state, is not practical at this time.

There may be, and probably are, cases existing where towns, cities,

and communities are being discriminated against unjustly by the common carriers. These matters the Board will remedy whenever such a case is brought to their attention.

The Board is not unmindful of the fact that a large number of our citizens are earnestly and honestly demanding a general reduction of rates at our hands, and are of the opinion that, as a matter of right, a sweeping reduction should be made. We ask only, at the hands of all such, a careful examination of the schedules presented, which have been authenticated by the Board of Secretaries, and a candid judgment thereon.

Should conditions change so that railroad investments could be made to pay more than a fair percentage on actual values, then it would be not only right, but exceedingly fit, that a general reduction be made; nor would this Board hesitate to so order and enforce such an order with all the means at its command.



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# TABLES.

**COMPILED FROM THE REPORTS OF THE DIFFERENT  
RAILROAD COMPANIES.**

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## NAMES OF RAILROADS WITH ABBREVIATIONS.

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<b>Burlington &amp; Missouri River Railroad in Nebraska.....</b>	<b>B. &amp; M. R.</b>
<b>Chicago, St. Paul, Minneapolis &amp; Omaha Railway .....</b>	<b>C., St. P., M. &amp; O.</b>
<b>Fremont, Elkhorn &amp; Missouri Valley Railroad, F., E. &amp; M. V.</b>	
<b>Sioux City &amp; Pacific Railroad.....</b>	<b>S. C. &amp; P.</b>
<b>Chicago, Rock Island &amp; Pacific Railway.....</b>	<b>C., R. I. &amp; P.</b>
<b>The Missouri Pacific Railway.....</b>	<b>M. P. R.</b>
<b>Pacific Railway in Nebraska .....</b>	<b>P. R. in Nebr.</b>
<b>Kansas City, Wyandotte &amp; Northwestern Railroad.....</b>	<b>K. C., W. &amp; N. W.</b>
<b>Union Pacific Railway.....</b>	<b>U. P.</b>
<b>Omaha &amp; Republican Valley Railway.....</b>	<b>O. &amp; R. V.</b>
<b>St. Joseph &amp; Grand Island Railroad.....</b>	<b>St. J. &amp; G. I.</b>
<b>Kansas City &amp; Omaha Railroad.....</b>	<b>K. C. &amp; O.</b>
<b>Kearney &amp; Black Hills Railway.....</b>	<b>K. &amp; B. H.</b>
<b>Sioux City, O'Neill &amp; Western Railway.....</b>	<b>S. C., O'N. &amp; W.</b>

TABLE I.  
MILEAGE.

NAME OF ROAD.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary company.	Line oper- ated under lease.	Line oper- ated under trackage rights.	Miles of second track.	Miles of yard track and siding.	New line constructed during the year.	Total mile- age operated (all track), includ. new line built.	RAILS.	
	Main line.	Branches and spurs.								Iron.	Steel.
B. & M. R.....	195.47	2974.49	.....	.....	50.67	4.90	456.07	84.47	3766.07	722.90	2908.03
C., St. P. M. & O.....	882.31	474.07	13.62	.....	69.59	23.70	355.66	23.61	1842.56	139.35	1223.94
F., E. & M. V.....	627.68	672.85	.....	.....	62.31	.....	70.72	17.96	1504.26	155.23	1264.96
S., C. & P.....	107.42	.....	.....	.....	.....	.....	30.86	1.23	139.51	28.95	109.33
C., R. I. & P.....	498.81	2244.94	.....	403.78	377.68	200.73	*541.44	34.69	4313.34	519.55	3759.10
M. P.....	482.11	578.01	287.99	237.76	48.93	30.00	308.81	33.49	2007.10	226.36	1747.25
P. R. in Nebr.....	73.00	.....	.....	.....	.....	.....	3.27	.....	76.27	.....	76.27
K. C., W. & N. W....	128.08	15.06	20.01	31.09	38.04	1.09	26.17	.....	259.54	.....	.....
U. P.....	1776.43	45.43	.....	.....	.....	17.25	563.59	.....	2402.70	5.28	1833.83
O. & R. V.....	239.38	242.67	.....	.....	93.10	.....	49.77	.....	624.92	247.21	234.84
St. J. & G. I.....	251.06	.....	.....	.....	.....	.....	24.34	.....	275.40	.....	251.06
K. C. & O.....	198.68	.....	.....	.....	.....	.....	12.29	.....	205.97	.....	193.68
K. & B. H.....	65.72	.....	.....	.....	.....	.....	5.23	.....	70.95	.....	70.95
S. C., O'N. & W.....	129.16	.....	.....	.....	.....	.....	8.38	.....	137.54	.....	137.54

\* 9.05 miles of this is third track.



TABLE II.  
MILEAGE BY STATES.

NAME OF ROAD.	STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary company.	Line oper- ated under lease.	New line constructed during the year.	Total mile- age, in- cluding trackage rights.	Lines oper- ated under trackage rights.	RAILS.	
		Main line.	Branches and spurs.						Iron.	Steel.
B. & M. R.....	Nebraska .....	191.61	2044.45	.....	.....	22.69	2236.06	.....	336.19	1899.87
C., St. P., M. & O.....	Minnesota .....	205.23	159.55	2.60	.....	.....	367.35	38.40	60.27	345.48
	Wisconsin .....	497.85	69.18	11.02	.....	.....	578.05	1.59	.99	578.65
	Iowa .....	57.11	17.44	.....	.....	.....	74.55	27.50	18.38	83.67
	South Dakota .....	.....	88.20	.....	.....	.....	88.20	.....	26.10	62.10
	Nebraska .....	122.12	139.73	.....	.....	.....	261.85	2.10	33.61	230.34
F., E. & M. V.....	Nebraska .....	497.22	487.97	.....	.....	.....	985.19	51.65	36.16	949.03
	South Dakota .....	.....	184.88	.....	.....	17.96	184.88	.....	.....	184.88
	Wyoming.....	130.46	.....	.....	.....	.....	130.46	.....	.....	130.46
	Iowa .....	.....	.....	.....	.....	.....	.....	10.66	.....	.....
S. C. & P.....	Iowa .....	80.47	.....	.....	.....	.....	80.47	.....	.80	79.67
	Nebraska .....	26.95	.....	.....	.....	.....	26.95	.....	.....	26.95
C., R. I. & P.....	Illinois .....	181.98	7.50	.....	46.70	.....	236.18	.....	.....	236.18
	Iowa .....	316.83	442.80	.....	305.96	.12	1065.59	2.16	184.79	880.80
	Missouri .....	.....	231.55	.....	.....	.....	231.55	54.80	46.97	184.58
	Kansas .....	.....	1059.00	.....	.....	.....	1059.00	66.85	.....	1059.00
	Nebraska .....	.....	196.07	.....	.....	.....	196.07	45.07	.....	196.07
	Colorado.....	.....	167.56	.....	.....	.....	167.56	208.80	.....	167.56
	Indian Territory .....	.....	84.06	.....	.....	18.27	84.06	.....	.....	84.06
	Oklahoma .....	.....	56.40	.....	.....	.....	56.40	.....	.....	56.40
M. P. R.....	Missouri .....	284.70	376.78	60.18	64.65	.....	786.38	21.63	56.12	730.23
	Kansas .....	94.50	82.37	76.88	159.93	.....	413.68	189.00	.....	413.68
	Nebraska .....	102.87	118.86	57.79	.....	28.55	279.52	5.41	.....	279.52
P. R. in Nebr.....	Kansas .....	1.74	.....	.....	.....	.....	1.74	.....	.....	1.74
	Nebraska .....	71.26	.....	.....	.....	.....	71.26	.....	.....	71.26



TABLE III.  
NEBRASKA MILEAGE.

NAME OF ROAD.	Main line.	Branches and spurs.	Line of proprie- tary company.	New line con- structed during the year.	Total, including trackage rights.	Percent of entire line operated.
B. & M. R.....	191.61	2044.45	.....	22.69	2258.75	.70
C., St. P., M. & O....	122.12	139.72	.....	.....	261.85	.19
F., E. & M. V.....	497.22	487.98	.....	.....	985.19	.75
S. C. & P.....	26.95	.....	.....	.....	26.95	.25
C., R. I. & P.....	.....	196.07	.....	.....	196.07	.06
M. P.....	102.87	118.86	57.79	28.55	308.07	.18
P. R. in Nebr.....	71.26	.....	.....	.....	71.26	.97
K. C., W. & N. W....	.....	.....	20.01	.....	20.01	.08
U. P.....	463.53	3.95	.....	.....	467.48	.25
O. & R. V.....	171.78	242.67	.....	.....	414.45	.86
St. J. & G. I.....	112.53	.....	.....	.....	112.53	.44
K. C. & O.....	193.68	.....	.....	.....	193.68	100
K. & B. H.....	65.72	.....	.....	.....	65.72	100
S. C., O'N. & W.....	129.16	.....	.....	.....	129.16	100
Total.....	2148.43	3233.70	77.80	51.24	5511.17	.....

TABLE IV.  
COMPARATIVE TABLE OF ASSETS, JUNE 30, 1891, TO JUNE 30, 1892.

NAME OF ROAD.	COST OF ROAD IN- CLUDING EQUIPMENT		STOCK OF OTHER COMPANIES OWNED.		BONDS OF OTHER COMPANIES OWNED.		OTHER PERMANENT IMPROVEMENTS.		LANDS OWNED.		CASH AND CUR- RENT ASSETS.		MATERIAL AND SUPPLIES.	
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.
C., B. & Q. (entire system).....	\$185829308	\$193444672	\$10663197	\$9982551	\$6260990	\$6692990	\$1123195	\$2488883	\$143752	\$329218	\$4837775	\$7617015	\$1666165	\$1462229
C., St. P., M. & O.....	58491231	59027535	4340486	4345519	160000	479000	.....	.....	.....	.....	2040430	2536302	748890	775882
F., E. & M. V.....	51676127	52698858	.....	.....	.....	.....	.....	.....	.....	.....	519126	.....	.....	.....
S. C. & P.....	5621328	5739633	.....	.....	.....	.....	.....	.....	.....	.....	287345	177042	70819	69981
C., R. I. & P.....	94770280	100068401	2845041	2845478	5910161	5910161	550868	580145	.....	.....	1213189	1183632	915512	1,030388
M. P.....	48820642	49286388	28682544	27702185	23778183	238832902	1288554	1409433	739941	742044	7166940	6556565	825190	990343
P. R. in Nebr.....	2190800	2190800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C., W. & N. W.....	13689	12256	.....	.....	.....	.....	.....	.....	.....	.....	177039	98927	10878	14335
U. P.....	158181624	155348481	*18193607	18978421	28632041	38436727	7973471	6818354	10809946	9580850	17016872	17456029	2319323	2029282
O. & R. V.....	8430511	8644440	142966	.....	.....	.....	13154	13154	.....	.....	2626	3536	.....	.....
St. J. & G. I.....	13241499	13240961	96800	97800	371700	.....	.....	.....	.....	.....	126328	209244	.....	.....
K. C. & O.....	7123000	7123000	165344	270199	.....	.....	.....	.....	.....	.....	165344	270199	.....	.....
K. & B. H.....	1816606	1816606	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. C., O'N. & W.....	.....	†5940000	.....	.....	.....	.....	.....	32526	.....	.....	.....	26016	.....	2496
Total .....	\$636206645	\$656182131	\$64915541	\$6,3676954	\$65133075	\$75351750	\$10949131	\$11342495	\$11693669	\$10652112	\$33553014	\$36134507	\$65556772	\$6447586

\* Including stock of reporting company owned.  
† Report from November 1, 1891, to June 30, 1892.

TABLE IV—CONCLUDED.  
COMPARATIVE TABLE OF ASSETS, JUNE 30, 1891, TO JUNE 30, 1892.

NAME OF ROAD.	SINKING FUND.		SUNDRIES.		PROFIT AND LOSS.		TOTAL.		INCREASE.	DECREASE.
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.		
C., B. & Q. (entire system)	\$13964801	\$14713060					\$224489216	\$236730619	\$12241406	
C., St. P., M. & O.							65781039	67759240	1918201	
F., E. & M. V.			\$898068	\$487437			53098322	53186295	92973	
S. C. & P.			253440	282657	\$1443441	\$1514018	7676375	7783363	106987	
C., R. I. & P.	133000	191000	2565667	903100	426561	83049	109331183	112868008	3536825	
M. P.							111261775	110519863		\$7419112
P. R. in Nebr.					358603	445849	2549403	2636649	87246	
K. C., W. & N. W.					76016	134803	277619	279605	1986	
U. P.	2813690	3514479		19282			245940578	252092627	6152048	
O. & R. V.	77022	101438					11024634	11423548	398914	
St. J. & G. I.			2248	15780	2358353	2660978	14018788	18839526		179262
K. C. & O.					180217	275739	7371312	7451087	79775	
K. & B. H.					82968	57888	1846216	1835599		10616
S. C., O'N. & W.					27609	16992		6001038		
Total.....	\$16988513	\$18519977	\$3819418	\$1508262	\$1953868	\$5189346	\$854661460	\$884407067	\$24676357	\$931790

TABLE V.  
COMPARATIVE STATEMENT OF LIABILITIES, JUNE 30, 1891, TO JUNE 30, 1892.

NAME OF ROAD.	CAPITAL STOCK.		FUNDED DEBT.		CURRENT LIABILITIES.		ACCRUED INTEREST ON FUNDED DEBT NOT YET PAYABLE.	
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.
C., B. & Q. (entire system)	\$76394505	\$76397400	\$114668482	\$116580980	\$3868682	\$4213250	\$170156	\$51332
C., St. P., M. & O.....	34050126	34050126	23742800	24059800	869324	1117025	191448	191448
F., E. & M. V.....	30370000	30370000	21159000	21119000	2160	2160	118860	118260
S. C. & P.....	2068400	2068400	1628000	1628000	102807	112095	.....	.....
C., R. I. & P.....	46156000	46156000	51152000	56857000	3810183	1642008	.....	.....
M. P.....	47432850	47436515	51376000	51376000	7393616	7311995	737116	733116
P. R. in Nebr.....	1095800	1095800	1095000	1095000	358603	445849	.....	.....
K. C., W. & N. W.....	.....	.....	.....	.....	259004	279605	181	.....
U. P.....	60868500	60268500	73205885	95194885	24122715	6892242	531612	963542
O. & R. V.....	2347050	2420550	5941000	5941000	2673434	2999348	62650	62650
St. J. & G. I.....	4600000	4600000	8721405	9721405	611256	431994	70000	70000
K. C. & O.....	4410000	4410000	2713000	2713000	248312	328087	.....	.....
K. & B. H.....	931606	931606	887000	887000	20217	9600	7391	7391
S. C., O'N. & W.*.....	.....	3600000	.....	2340000	.....	20368	.....	.....
Totals.....	\$310724837	\$314404957	\$356289572	\$388513075	\$44340803	\$25865626	\$1289414	\$2197739

\* Report from November 1, 1892.

TABLE V—CONCLUDED.  
COMPARATIVE STATEMENT OF LIABILITIES, JUNE 30, 1891, TO JUNE 30, 1892.

NAME OF ROAD.	OTHER LIABILITIES.		PROFIT AND LOSS.		TOTAL.		INCREASE.	DECREASE.
	1891.	1892.	1891.	1892.	1891.	1892.		
C, B. & Q. (entire system)	\$19056185	\$27396685	\$10331204	\$12090969	\$224489214	\$236730619	\$12241405	.....
C, St. P., M. & O. ....	183012	222700	6744327	8058139	65781037	67759240	1978201	.....
F., E. & M. V. ....	1443302	1576875	.....	.....	53093322	53186295	92973	.....
S. C. & P. ....	3877168	3914867	.....	.....	7676375	7783363	106987	.....
C, R. I. & P. ....	8213000	8213000	.....	.....	109331183	112868008	3536825	.....
M. P. ....	67785	145151	4254406	3517024	111261713	110519863	.....	\$741912
P. in Nebr. ....	.....	.....	.....	.....	2549403	2636649	87246	.....
K. C., W. & N. W. ....	18433	.....	.....	.....	277618	279605	1986	.....
U. P. ....	51129340	51250282	36082525	36923174	245940578	252072627	6152048	.....
O. & R. V. ....	.....	.....	.....	.....	11024634	11423548	398914	.....
St. J. & G. I. ....	16126	16126	.....	.....	14018788	13839526	.....	179262
K. C. & O. ....	.....	.....	.....	.....	7371312	7451087	79775	.....
K. & B. H. ....	.....	.....	.....	.....	1846216	1835599	.....	10616
S. C., O'N. & W. ....	.....	32526	.....	8144	.....	6001039	.....	.....
Totals .....	\$84004351	\$92828212	\$57412462	\$60597450	\$884407068	\$854061450	.....	.....

**TABLE VI.**  
**INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1892.**

NAME OF ROAD.	Gross earnings from operation.	INCOME FROM OTHER SOURCES.				Total income.	Operating expenses.
		Dividends on stocks owned.	Interest on bonds owned.	Miscellaneous income.			
C., B. & Q. (entire system).....	\$31223850	\$949456	\$290900	\$156847	\$32621054	\$19857726	
C., St. P., M. & O.....	8850691	4200	8000	674609	9537500	5712711	
F., E. & M. V.....	3536266	.....	.....	.....	3536366	2163981	
S. C. & P.....	515547	.....	.....	5330	520877	366199	
C., R. I. & P.....	19096644	95753	.....	129360	19321758	12949264	
M. P.....	11224992	181680	70425	252353	11729450	7301140	
P. R. in Nebr.....	27291	.....	.....	.....	27291	50720	
K. C., W. & N. W.....	345881	.....	.....	.....	345881	368467	
U. P.....	19737578	359838	1267004	631706	21996127	10909721	
O. & R. V.....	1441716	.....	.....	1556	1443272	1322647	
St. J. & G. I.....	990669	.....	.....	133926	1124595	643199	
K. C. & O.....	189296	.....	.....	147550	336846	142339	
K. & B. H.....	114454	.....	.....	.....	114454	47919	
S. C., O'N. & W.....	*149812	.....	.....	.....	149812	72754	

\* Report from November 1, 1891, to June 30, 1892.



TABLE VI—CONCLUDED.  
INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1892.

NAME OF ROAD.	DEDUCTIONS FROM INCOME ADDITIONAL TO DEDUCTIONS OF OPERATING EXPENSES.							DIVIDENDS.		Other payments from net income.	Surplus from operation for year ending June 30, 1892.	Deficit from operation for year ending June 30, 1892.
	Interest on funded debt.	Interest on interest bearing current liabilities owned.	Rents.	Taxes.	Nebraska proportion of taxes, mileage basis.	Other deductions.	Total deductions, exclusive of dividends paid and payment from net income.	Nebraska proportion of total deductions.	Common stock.	Preferred stock.		
B. & M. R.....	\$6003376	.....	\$273870	\$1213397	\$485358	\$590471	\$8081115	\$3232446	\$3628719	\$731692	\$1053492	.....
C., St. P., M. & O....	1430516	.....	.....	324180	61694	.....	1754596	313373	.....	.....	1313812	.....
F., E. & M. V.....	1004180	.....	.....	234531	175896	.....	1238711	929031	.....	.....	133573	.....
S. C. & P.....	195379	.....	.....	18075	4518	.....	225285	56321	.....	.....	.....	\$70606
C., R. I. & P.....	2871783	.....	1008007	763696	45821	819	4644308	278658	1284674	.....	343512	.....
M. P.....	2746850	\$187605	132300	284452	51205	1840156	4691364	844445	474328	.....	.....	263053
P. R. in Nebr.....	54750	.....	.....	9067	8794	.....	63817	61902	.....	.....	.....	87246
K. C., W. & N. W....	.....	.....	.....	22631	2363	.....	36201	3630	.....	.....	.....	58787
U. P.....	5275172	265559	.....	526058	99951	13569	9595210	1823080	.....	.....	1491196	.....
O. & R. V.....	328230	.....	.....	99441	76479	20906	448577	345404	.....	.....	.....	827951
St. J. & G. I.....	1419880	.....	.....	57728	43603	99309	570918	444226	.....	.....	.....	95521
K. C. & O.....	138725	.....	.....	30703	30703	.....	169428	169428	.....	.....	25079	.....
K. & B. H.....	41350	.....	.....	11567	11567	.....	55917	55917	.....	.....	10616	.....
S. C., O'N. & W.....	36387	.....	.....	*22962	*22962	32526	68913	68913	.....	.....	8144	.....
Total taxes.....	.....	.....	.....	\$3628488	\$1112997	.....	.....	.....	.....	.....	.....	.....

\* Estimated.

TABLE VII.  
GROSS EARNINGS FROM OPERATION FOR YEAR ENDING JUNE 30, 1892.

NAME OF ROAD.	PASSENGER SERVICE.			FREIGHT SERVICE		OTHER RESOURCES.	SUMMARY.		EXPENSE PER MILE.	TOTAL EXPENSE.
	Passenger revenue.	Mail, express, and other resources.	Total.	Earnings per train mile.	Total freight revenue.		Total gross earnings from operation.	Gross earnings per mile.		
B. & M. R. ....	*\$1864471	\$506643	\$2371114	\$1 05	\$5538528	\$102272	\$8011914	\$3553	\$2282	\$5145176
C., St. P. M. & O. ....	222690	40768	263458	1 13	617702	38471	919737	3484	2298	606661
F., E. & M. V. ....	588219	187024	785243	94	2316239	22247	3124690	2013	1587	1646343
S. C. & P. ....	31233	7487	38720	1 56	52332	9512	100571	3731	3409	91813
C. R. I. & P. ....	*310650	58312	368962	.....	751547	25283	1145797	5843	3002	776955
M. P. ....	*397022	111026	508048	.....	1380915	191539	2080502	6753	3080	949146
P. R. in Nebr. ....	*8342	3778	10120	.....	15928	421	26469	371	676	48178
K. C., W. & N. W. ....	*10173	1862	12055	.....	21559	973	34538	1728	1343	26886
U. P. ....	977264	450559	1427823	1 05	4284793	.....	5099465	12883	7158	3346335
O. & R. V. ....	254268	51400	305668	54	955626	22336	1283660	2529	2355	1195368
St. J. & G. I. ....	71083	20615	91698	85	216395	2708	310799	2762	2050	230694
K. C. & O. ....	23917	17206	41123	60	125530	22842	189296	977	734	142339
K. & B. H. ....	17257	4024	21281	55	90647	2525	114454	1741	729	47919
S. C., O'N. & W. ....	†21882	6893	28576	58	119563	4857	149512	1159	563	72754

\* Estimated on mileage basis.

† Report from June 1, 1891, to June 30, 1892, inclusive.

**TABLE VIII.**  
**OPERATING EXPENSES FOR YEAR ENDING JUNE 30, 1892, FOR NEBRASKA (MILEAGE BASIS).**

NAME OF ROAD.	MAINTENANCE OF WAYB AND STRUCTURE.			MAINTENANCE OF EQUIP- CONDUCTING TRANSPORTATION.			GENERAL EXPENSE.			SUMMARY.		
	Amount.	Proportion to total operating expenses.	Assigned to	Amount.	Proportion of total operating expenses.	Assigned to	Amount.	Proportion of total operating expense.	Assigned to	Grand total of operating ex- penses Nebraska.	Assigned to	Percentage of operating expenses assigned to Nebraska.
B. & M. R.	\$1855686	.27	44	\$149718	.14	27	\$48042	.09	42	\$5145173	39	61
C. St. P. M. & O.	265978	.31	34	90849	.15	84	44004	.07	84	608961	34	66
F. & M. V.	336615	.34	83	198167	.12	24	923221	.08	84	1641343	82	70
S. C. & P.	23517	.25	56	10985	.11	43	50591	.07	55	9187	73	91
C. R. I. & P.	17930	.23	39	11501	.15	36	39317	.11	39	77695	38	67
M. P.	190280	.20	39	20078	.21	33	488076	.07	44	94914	29	85
P. R. in Nebr.	15210	.31	3	381	.01	69	80229	.05	28	48178	71	78
K. C., W. & N. W.	7463	.23	39	4476	.16	37	10975	.18	87	5688	34	86
U. P.	545714	.16	35	358204	.30	29	1579641	.47	50	2346334	34	10
O. & R. V.	17290	.14	59	140105	.11	47	612855	.52	51	1195866	51	26
St. J. & G. I.	55556	.29	45	31500	.14	47	118032	.49	32	23069	40	93
K. C. & O.	29176	.20	39	16674	.12	47	82662	.59	83	1438	60	74
K. & B. H.	17191	.23	41	10361	.14	31	85477	.48	43	7734	38	100
S. C., O. N. & W.	8540	.18	49	6055	.13	55	24432	.51	95	47919	48	42
Totals.	\$821766			\$2438185			\$721073			\$1478784		

TABLE IX.  
STATISTICS OF FREIGHT AND PASSENGERS.

NAME OF ROAD.	FREIGHT.					PASSENGER.							
	Number of tons carried one mile.	Average amount received for each ton.	Average amount received per ton per mile.	Nebraska proportion of tons carried one mile.	Number of passengers carried earning revenue.	Average distance each person carried—miles.	Number of passengers carried one mile.	Average amount received for each passenger.	Nebraska proportion of passengers carried one mile.	Average amount received for each passenger per mile.	Comparative estimate of cost of carrying a passenger a mile.	Comparative estimate of cost of carrying a ton of freight one mile.	Passengers carried in Nebraska.
B. & M. R.....	3672986	158	\$2 15	407692158	1747928	57	100054633	\$1 52	70088243	\$0.026	\$0.0232	\$0.0066	1233549
C., St. P., M. & O.....	3,93595	167	1 87	108130312	1802792	45	82647965	1 15	15703113	.025	.027	.0086	192297
F., E. & M. V.....	1036034	164	2 46	127879047	538506	45	24596125	1 32	18447094	.029	.0	.0110	474378
S. C. & P.....	385463	40	55	3918880	246791	38	9472450	1 00	2368112	.026	.0221	.0067	64496
C., R. I. & P.....	6933943	197	2 08	71274449	5664602	40	224339366	91	13460361	.023	.0280	.0061	339876
M. P.....	4998159	168	1 49	151845657	3043947	31	9626986	68	17328576	.021	.0612	.0085	548810
P. R. in Nebr.....	26393	48	62	1260458	9218	24	226976	70	220166	.028			8941
K. C., W. & N. W.*.....													
U. P.....	4787388	275	2 97	829474057	1196218	139	167186775	2 94	41796696	.021	.2120	.0055	605009
O. & R. V.....	817748	71	1 31	50401774	342232	32	11179922	53	10058442	.025	.0620	.0111	309461
St. J. & G. I.....	492961	120	1 50	17360866	219179	27	6100306	78	2472538	.028	.0390	.0068	95380
K. C. & O.....	204912	44	61	9116531	46075	18	864030	51	864030	.027	.0590	.0096	46075
K. & B. H.....	60715	38	1 49	2347536	21872	25	582533	78	582533	.029	.0374	.0111	21872
S. C., O'N. & W.....	57958	59	2 06	3465899	21679	36	790302	1 00	790302	.027	.0379	.0123	32517
Total .....				1295859993					193918980				1962661

\* No statistics kept.

TABLE X.  
FREIGHT TRAFFIC MOVEMENT (NEBRASKA) IN WHOLE TONS.

NAME OF ROAD.	ORIGINATING ON THIS ROAD.						RECEIVED FROM OTHER COMMON CARRIERS.					
	Grain.	Flour.	Other products.	Hay.	Tobacco.	Fruits and Vegetables.	Grain.	Flour.	Other mill products.	Hay.	Tobacco.	Fruits and Vegetables.
B. & M. R.*.....	1042143	22363	11181	64854	44	22363	333683	8945	.....	6709	88	67089
C., St. P., M. & O.....	104719	1467	1147	2157	.....	2604	252	1515	150	177	.....	291
F., E. & M. V.....	388257	11441	3235	28730	1	16818	3989	1462	241	776	12	1054
S. C. & P.....	9921	279	87	1044	.....	96	30130	289	189	43	.....	118
C., R. I. & P.....	91368	1960	980	5686	3	1980	25510	784	588	580	17	5600
M. P.*.....	132456	2795	1397	8106	5	2800	41973	1119	839	530	25	8000
P. R. in Nebr.*.....	33207	712	356	2066	1	730	10689	285	213	260	6	2066
K. C., W. & N. W.*.....	9324	200	100	520	.....	220	3001	80	60	55	.....	520
U. P.....	209331	6128	8266	38812	58	3994	278238	3434	5038	4415	218	6919
O. & R. V.....	284514	4189	1856	6044	.....	2668	38477	3496	1994	1715	.....	5429
St. J. & G. I. ....	53508	1424	89	801	.....	1178	47458	856	119	122	.....	822
K. C. & O.....	132214	265	111	296	.....	483	1160	586	58	24	.....	400
K. & B. H.....	38312	389	165	.....	.....	120	3	27	22	14	.....	60
S. C., O'N. & W.....	† 18377	46	3	1163	.....	87	13	.....	.....	.....	.....	.....
Totals.....	2547551	53859	28903	154673	112	56141	814478	22878	9511	15370	366	130518

\* Estimated.  
† Report from November 1, 1891, to June 30, 1891, inclusive.

TABLE X—CONTINUED.  
FREIGHT TRAFFIC MOVEMENT (NEBRASKA) IN WHOLE TONS.

NAME OF ROAD.	ORIGINATING ON THIS ROAD.							RECEIVED FROM OTHER CARRIERS						
	Live stock.	Dressed meats	Other packing house prod-ucts.	Poultry, etc.	Wool.	Hides, leather.	Merchandise.	Live stock.	Dressed meats.	Other packing house prod-ucts.	Poultry, etc.	Wool.	Hides, leather.	Merchandise.
B. & M. R.*.....	335454	17890	22363	2236	2799	3354	111818	140890	447	4472	17890	6609	2236	124236
C, St. P., M. & O.....	66817	5317	2507	387	123	77	21411	1886	41	10	.....	.....	194	3455
F., E. & M. V.....	112422	.....	2094	133	49	837	43889	8790	.....	237	25	.....	5	17913
S. C. & P.....	3695	.....	89	.....	.....	339	2116	20144	44	.....	.....	.....	16	5203
C., R. I. & P.....	2520	1568	1970	196	20	392	9803	11960	50	400	1560	590	197	10979
M. P.*.....	41900	2238	2798	279	28	558	13991	17069	72	580	2230	840	2791	13869
P. R. in Nebr.*.....	10700	560	720	71	7	142	3563	4346	18	160	360	220	721	3990
K. C., W. & N. W.*.....	320	160	200	20	2	40	1000	1220	5	45	1158	65	291	1120
U. P.....	101657	15084	20959	804	2990	1493	48899	106045	567	4610	18986	9643	2635	92589
O. & R. V.....	61707	196	954	633	49	707	11852	20781	46	636	1363	580	73	18137
St. J. & G. I.....	10756	22	10	364	4	39	8156	2284	.....	8	118	128	4	3120
K. C. & O.....	12230	.....	.....	65	.....	3	4456	909	.....	10	10	.....	.....	6457
K. & B. H.....	6085	.....	.....	25	.....	10	1026	454	.....	.....	2	.....	.....	1587
S. C., O'N. & W.†.....	10306	.....	.....	5	1	12	2095	98	.....	.....	.....	.....	.....	548
Total .....	776769	43035	54664	5218	6072	8003	284075	330876	1700	11168	42702	18675	5720	305239

\* Estimated.  
† From November 1, 1891, to June 30, 1892, inclusive.

TABLE X--CONTINUED.  
FREIGHT TRAFFIC MOVEMENT (NEBRASKA) IN WHOLE TONS.

NAME OF ROAD.	ORIGINATING ON THIS ROAD.						RECEIVED FROM OTHER CARRIERS.							
	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand, etc.	Lumber.	Miscellaneous.	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand, etc.	Lumber.	Miscellaneous.
B. & M. R.*	4472	196799	1331	1118	54754	57770	89454	40254	292163	13417	51436	24999	192226	111819
C., St. P., M. & O.	303	6730	387	213	4766	1407	13066	2759	7206	325	1137	885	7224	3461
F., E. & M. V.	3445	13991	158	936	17488	27249	6294	10193	66905	757	46	1067	47907	8894
S. C. & P.	44	92	.....	.....	2025	397	706	5174	12917	64	.....	10364	6375	828
C., R. I. & P.	400	17254	119	98	5686	5690	7862	3629	25765	1176	4509	2165	16862	9808
M. P.*	580	24623	167	139	8106	8120	11192	5106	36656	1607	6435	3018	24084	13991
P. R. in Nebr.*	160	6270	42	35	2066	2070	2-50	1292	9335	427	1638	781	6128	3563
K. C., W. & N. W.*	45	1760	42	10	580	590	800	360	2621	120	460	220	1720	1000
U. P.	1480	195577	1206	402	4642	26508	77943	16778	126178	15598	59770	11103	80965	111256
O. & R. V.	64	2252	.....	.....	21007	9003	4510	7139	75729	66	560	3803	47918	22840
St. J. & G. L.	119	928	5	43	3284	2286	3040	1032	27938	5	436	420	9520	3816
K. C. & O.	.....	.....	25	.....	1067	78	1115	575	23555	.....	11	3385	10283	2186
K. & B. H.	.....	183	.....	.....	397	896	.....	.....	4662	.....	.....	256	3789	.....
S. C., O'N. & W.†	72	3328	.....	.....	1152	1855	1207	926	8004	.....	.....	57	61229	662
Totals	16730	470897	3452	2994	127320	146203	187960	94117	720324	33562	126248	62473	471110	194118

\* Estimated.

† From November 1, 1891, to June 30, 1892, inclusive.

\* Includes 51 tons of cotton.

TABLE X—CONTINUED.  
FREIGHT TRAFIC MOVEMENT (NEBRASKA) IN WHOLE TONS.

NAME OF ROAD.	ORIGINATING ON THIS ROAD.											
	Oils.	Sugar.	Naval stores.	Iron.	Rails.	Machinery.	Bar and sheet metal.	Cement, brick and lime.	Agricultural implements.	Wagons, tools, etc.	Liquors.	Furniture and household goods.
B. & M. R.* .....	6709	447	17	894	670	2459	2460	29072	40264	1118	4472	8945
C., St. P., M. & O.....	421	131	.....	14	72	150	267	4207	1007	121	732	3059
F., E. & M. V.....	1671	.....	.....	270	16	1116	116	9066	1443	944	2987	8109
S. C. & P.....	1	.....	.....	139	.....	293	37	69	15	10	17	279
C., R. I. & P.....	588	50	.....	78	58	197	2165	2548	3529	98	420	784
M. P.* .....	839	72	.....	111	83	279	3078	3637	5106	139	600	1119
P. R. in Nebr.* .....	213	18	.....	28	21	72	781	925	1292	35	170	285
K. C., W. & N. W.* .....	60	4	.....	8	6	20	220	260	360	10	50	80
U. P.....	5247	150	.....	756	482	947	28725	9567	1459	276	2416	633
O. & R. V.....	552	137	.....	10	12	138	46	3843	282	62	330	230
St. J. & G. I.....	130	198	20	.....	8	168	60	3917	129	89	72	248
K. C. & O.....	.....	5	.....	.....	.....	33	10	221	10	.....	.....	23
K. & B. H.....	.....	54	.....	.....	.....	63	.....	266	27	.....	45	205
S C., O'N. & W.†.....	3	.....	.....	24	320	1	.....	828	95	33	7	46
Totals.....	11434	1266	37	2332	1738	5936	37965	79253	54888	4470	12318	24035

\* Estimated.  
† From November 1, 1891, to June 30, 1892, inclusive.



TABLE X—CONCLUDED.  
FREIGHT TRAFFIC MOVEMENT (NEBRASKA) IN WHOLE TONS.

NAME OF ROAD.	RECEIVED FROM OTHER CARRIERS.										Total tonnage origi- nating on line in Nebr.	Total tonnage receiv'd from other carriers.	Total tonnage hauled in the state.
	Oils.	Sugar.	Iron.	Rails.	Machinery.	Bar and sheet metals.	Cement, brick, and lime.	Agricultural implements.	Wagons, tools, etc.	Liquors.	Furniture and household goods.		
B. & M. R.*.....	26836	898	443	2236	2200	44727	2102	13417	8945	35545	13417	1588520	4337257
C., St. P., M. & O.....	13	.....	.....	15	367	115	948	994	314	349	656	34729	289075
F., E. & M. V.....	540	365	99	146	1036	340	1370	2950	2166	2809	2710	185808	889113
S. C. & P.....	274	237	31	.....	428	258	454	126	165	1235	711	94807	116597
C., R. I. & P.....	2352	784	50	196	1960	3926	1764	1176	784	2959	1176	139067	293699
M. P.*.....	3357	1119	72	279	2798	5580	2118	1607	1119	4197	1607	200948	447383
P. R. in Nebr.*.....	855	285	18	71	712	1420	634	427	285	1068	427	51791	121754
K. C., W. & N. W.*.....	240	80	1	20	200	400	180	120	80	300	120	14432	30472
U. P.....	27867	10204	478	2058	16688	50777	14561	9534	7374	18702	9594	1179918	1996817
O. & R. V.....	3414	1667	11	391	2411	215	5068	1450	775	2518	2350	270652	688494
St. J. & G. I.....	104	358	.....	43	230	883	813	279	137	504	77	101638	192743
K. C. & O.....	404	.....	.....	.....	260	.....	866	395	97	418	76	52125	204735
K. & B. H.....	127	.....	.....	.....	304	.....	228	437	.....	17	268	12247	60715
S. C., O'N & W.†.....	.....	.....	.....	.....	16	.....	111	153	29	408	37	16892	57958
Totals.....	64383	15993	1210	5475	29612	108585	31118	33065	23055	71621	32687	3943574	9756816

\* Estimated.  
† From November 1, 1891, to June 30, 1892, inclusive.

TABLE XI.  
EQUIPMENT.

NAME OF ROAD.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.					CARS IN FREIGHT SERVICE.					Nebraska proportion.	
	Number.				With train brake— Number and kind.	Number.				Train brake.	Automatic coupler—Kind						
	Added during the year.	Total at end of year.	Nebraska pro rata mileage portion.	Westinghouse.		Added during the year.	Total at end of year.	Nebraska pro rata mileage portion.	Westinghouse.		Automatic coupler—Kind						
											Miller.	Various.	Added during the year.	Number at end of year.			
B. & M. R.....	26	301	210	301	.....	30	209	146	209	.....	209	.....	.....	.....	.....	6028	5315
C., St. P., M. & O.....	15	258	49	65	186	2	171	32	171	.....	.....	.....	.....	.....	.....	2933	1654
F., E. & M. V.....	1	91	66	91	.....	1	64	48	64	.....	.....	.....	.....	.....	.....	1545	2928
S. C. & P.....	.....	12	3	10	.....	.....	13	3	13	.....	.....	.....	.....	.....	.....	210	89
C., R. I. & R.....	13	547	32	374	.....	21	413	24	409	.....	.....	.....	.....	.....	.....	2510	864
M. P.....	8	323	58	95	.....	3	309	55	309	.....	.....	.....	.....	.....	.....	.....	2192
P. R. in Nebr.*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C., W. & N. W.....	.....	20	2	20	.....	.....	34	3	34	.....	34	.....	.....	.....	.....	.....	43
U. P.....	20	534	133	512	.....	7	344	86	344	.....	.....	.....	.....	.....	183	.....	1872
O. & R. V.....	.....	19	16	18	.....	.....	5	4	5	.....	.....	.....	.....	.....	.....	.....	324
St. J. & G. I.....	.....	25	11	25	.....	.....	16	7	16	.....	.....	.....	.....	.....	.....	.....	251
K. C. & O.....	.....	10	10	10	.....	.....	8	8	8	.....	.....	.....	.....	.....	.....	.....	328
K. & B. H.....	.....	2	2	2	.....	.....	2	2	2	.....	1	.....	.....	.....	.....	.....	59
S. C., O'N. & W.....	.....	6	4	2	.....	.....	6	6	6	.....	6	.....	.....	.....	.....	.....	350
Totals .....	83	2098	596	1525	186	64	1594	424	1590	1342	244	.....	56900	16402	395	7673	16249

\* Report no equipment.

TABLE XII.  
CONSUMPTION OF FUEL BY LOCOMOTIVES (NEBRASKA).

NAME OF ROAD.	COAL.				WOOD.								
	Anthracite.		Bituminous.		Average pounds consumed per mile.								
	Tons.	Average price per ton.	Tons.	Average cost per ton.	Passenger.	Freight.	Switching.	Construction.	Total tons consumed.	Hard.		Soft.	
										No. of cords.	Average cost per cord.	No. of cords.	Average cost per cord.
B. & M. R.....	.....	.....	309421	\$1 86	86.17	86.17	86.17	86.17	309421	7179	\$2 00	.....	.....
C., St. P., M. & O.....	.....	.....	29132	2 75	65.08	66.04	66.04	63.26	29132	.....	.....	482	\$0 93
F., E. & M. V.....	.....	.....	103049	2 98	55.60	85.42	59.79	36.65	103049	.....	.....	3116	3 16
S. C. & P.....	.....	.....	4977	2 44	75.14	101.82	61.69	61.78	4977	.....	.....	173	2 97
C., R. I. & P.....	.....	.....	36856	2 40	54.59	74.96	39.37	37.50	36856	1058	2 80	.....	.....
M. P.....	.....	.....	53880	1 29	67.16	101.11	80.88	75.67	53880	847	2 28	.....	.....
P. R. in Nebr.....	.....	.....	1972	3 59	65.07	71.74	38.39	48.21	1972	30	2 78	.....	.....
K. C., W. & N. W.....	21	\$8 50	11965	2 20	33	48	55	64.5	1986	14	2 25	.....	.....
U. P.....	.....	.....	187503	1 40	91.30	130.08	61.08	88.36	187503	2360	2 37	.....	.....
O. & R. V.....	.....	.....	47602	4 05	85.03	86.19	57.08	86.24	47602	758	2 80	.....	.....
St. J. & G. I.....	.....	.....	13917	3 17	51.08	117.71	27.12	60.81	13917	286	2 04	.....	.....
K. C. & O.....	.....	.....	7150	3 19	67.15	83.58	73.80	71.24	7150	130	2 12	.....	.....
K. & B. H.....	.....	.....	1788	3 56	36.81	56.37	.....	.....	1788	.....	.....	98	4 00
S. C., O'N. & W.*.....	.....	.....	3085	4 05	62.16	62.22	64.53	62.42	3085	.....	.....	27	3 16
Totals.....	21	.....	796097	.....	.....	.....	.....	.....	802318	11602	.....	3796	.....

\* Report from November 1, 1891, to June 30, 1892.

TABLE XIII.

RENEWAL OF RAILS AND TIES IN NEBRASKA FOR YEAR ENDING JUNE 30, 1892.

NEW RAILS.				NEW TIES.													
Iron.		Steel.		Weight per yard, pounds.	Average cost at point of distribution.	Total cost.	Oak.			Cedar.			Various.			Total number of ties.	Total cost.
Tons.		Tons.					Number.	Average cost.	Total cost.	Number.	Average cost.	Total cost.	Number.	Average cost.	Total cost.		
B. & M. R.....				56	\$33 00	\$7623	569694	\$0.54	\$307634	28812	\$0 46	\$13253				598506	\$320827
C., St. P., M. & O.....				60	38 50	182428	79409	60	47845							81826	48570
F., E. & M. V.....				65	32 15	28163	25253	67	16919	50580	50	25290				75833	42209
S. C. & P.....				60	32 90	39019	1715	62	1063	1010	50	505				2725	1568
				60	31 21	9											
C., R. I. & P.....				60	29 61	29373	21710	50	10829	1135	43	488				40717	18999
				70													
M. P.....				56	30 20	573	24470	53	12969							24470	12969
K. C., W. & N. W.....				63	34 27	1168	19807	54	10695							19087	10695
U. P.....	310			56	21 07	6531	106737	50	53369	14655	50	7327				182822	91411
				75	31 24	70995											
O. & R. V.....	483			50	23 00	11109	22378	52	11636	23703	52	12356				46141	23992
				56	27 38	16428											
St. J. & G. I.....	106			52	22 06	2338	36353	58	21026	2931	48	1406				39184	22432
				60	27 10	216											
K. C. & O.....	9			52	21 95	197	640	60	384	163	48	7824				803	8208
K. & B. H.*																	
S. C., O'N. & W.*																	
Totals.....	809	135398				\$396224			\$484369			\$69449	81713		\$39122	1112934	601940

\* No renewals.

TABLE XIV.  
BRIDGES (NEBRASKA).

NAME OF ROAD.	STONE.				IRON.				WOODEN.				COMBINATION.				TOTAL.	
	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.	Number.	Aggregate length, feet.
B. & M. R. ....	.....	.....	.....	.....	22	5066	20	1494	55	7763	40	880	.....	.....	.....	.....	77	12829
C., St. P., M. & O. ....	1	16	16	16	1	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	116
F., E. & M. V. ....	.....	.....	.....	.....	1	110	.....	.....	10	4032	32	2760	.....	320	160	160	13	4462
S. C. & P. ....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	160	.....	.....	1	160
C., R. I. & P. ....	238†	3142	4	68	370	83561	8	933	104	7286	36	230	.....	3386	85	382	8783	300106
M. P. ....	16	49	8	4	8	702	7	128	3	153	48	55	.....	946	5	130	38	1850
K. C., W. & N. W. ....	.....	.....	.....	.....	.....	.....	.....	.....	8	1150	40	120	.....	912	40	550	15	2062
U. P. ....	.....	.....	.....	.....	.....	.....	.....	.....	30	1777	84	152	.....	80795*	.....	.....	1810	94549
O. & R. V. ....	†	.....	.....	.....	42	11977	50	1750	16	2154	32	1280	.....	35443*	15	1046	453	38011
St. J. & G. I. ....	.....	.....	.....	.....	2	414	103	311	10	522	31	70*	.....	16392	8	804	352	19763
K. C. & O. ....	.....	.....	.....	.....	6	1849	34	1338	.....	.....	.....	.....	.....	9912	16	240	127	9912
K. & B. H. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55	3968
S. C., O'N. & W. ....	.....	.....	.....	.....	.....	.....	.....	.....	138*	13429	12	1003	.....	.....	.....	.....	138*	13429

\* Trestles.  
† Entire system.

TABLE XV.  
REPORTS OF ACCIDENTS (NEBRASKA).

NAME OF ROAD.	EMPLOYEES.						PASSEN- GERS.		OTHERS.						GRAND TOTAL.			
	Switch- men.			Other employees			Total.		Trespass- ing.		Not tres- passing.		Total.					
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
B. & M. R.....	11	21	5	19	7	9	23	49	1	10	15	6	5	3	20	9	44	68
C, St. P., M. & O....	2	5	1	1	1	1	4	7	.....	3	3	.....	.....	1	3	1	7	11
F., E. & M. V.....	4	93	.....	14	.....	22	4	129	.....	4	3	4	2	4	5	8	9	141
S. C. & P.....	1	3	.....	.....	1	1	2	4	.....	.....	3	1	.....	.....	3	1	5	5
C., R. I. & P.....	1	.....	.....	.....	.....	2	1	2	.....	.....	.....	.....	.....	.....	.....	.....	1	2
M. P.....	2	3	.....	2	.....	1	2	6	1	.....	3	4	.....	1	3	5	6	11
P. R. in Nebraska ...	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C., W. & N. W....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. P.....	†5	47	4	34	5	46	14	127	6	11	21	19	5	14	26	33	46	171
O. & R. V.....	†1	8	.....	1	1	4	2	13	1	13	1	3	2	.....	3	3	6	29
St. J. & G. I.....	†	1	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....	2	1
K. C. & O.....	.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
K. & B. H.....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. C., O'N. & W....	†	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Totals .....	27	183	10	71	15	87	52	341	9	41	50	37	14	23	64	60	126	442

\* None reported.  
† Entire system.  
‡ Report from November 1, 1891, to June 30, 1892, inclusive.



## ERRATA.

The table showing the list of employes and their salaries should be corrected to show that the Union Pacific Railway Company and the St. Joseph & Grand Island Railroad Company report for the entire system. There is no way to accurately ascertain from the reports the number of employes in Nebraska. If figured upon the mileage basis the Union Pacific Railway would be as follows: Number of employes in Nebraska, 2,197; total yearly compensation, \$1,839,848. And for the St. Joseph & Grand Island Railroad: Number of employes in Nebraska, 169, and total yearly compensation, \$123,808. This, of course, is not accurate by any means, for the Union Pacific Railway doubtless employs as many men as this in Omaha alone. This would make the total employes in Nebraska 15,664, with a total yearly compensation, \$8,556,026.



TABLE XVI.  
EMPLOYEES.

NAME OF ROAD.	GENERAL OFFICERS.		GENERAL OFFICE CLERKS.			STATION AGENTS.		OTHER STATION MEN.			ENGINE MEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.
B. & M. R.....	43	\$132731	\$8 46	273	\$237671	\$2 73	263	\$157073	\$1 64	286	\$154932	\$1 80	247
C., St. P., M. & O.....	1	3000	9 58	3	2697	2 87	34	21614	2 03	83	45477	1 75	29
F., E. & M. V.....	9	33552	11 91	7	6000	2 74	107	66900	2 00	71	33090	1 48	85
S. C. & P.....	7	4947	2 26	20	15706	2 51	4	2400	1 92	6	2615	1 39	1
C., R. I. & P.....							27	16380	1 94	32	24850	2 48	24
M. P.....	46	20952	1 27	533	30537	16	47	20910	1 30	53	27681	1 64	59
P. R. in Nebr.....	44	1274	08	530	476	02	10	2990	1 03	1	300	83	2
K. C., W. & N. W.*.....								1572	1 34	2	982	1 36	2
U. P.....	48	141380	9 41	282	244347	2 77	183	146548	2 56	536	373935	2 23	437
O. & R. V*.....							49	31886	2 04	30	14759	1 52	27
St. J. & G. I.....	13	13115	3 12	42	18499	1 26	36	38540	2 97	27	13802	1 42	22
K. C. & O.....	8	2135	84	19	3011	48	25	1560	1 67				5
K. & B. H.....	5	4950	3 38	3	1565	1 56	12	5194	1 30				2
S. C., O'N. & W.....	3	2501	4 00	4	1933	2 32	18	5332	1 42				6
Totals.....	227	\$380537		1716	\$562442		818	\$523859		1129	\$690725		948

\* Estimated.

TABLE XVI—CONTINUED.  
EMPLOYES.

NAME OF ROAD.	FIREMEN.			CONDUCTORS.			OTHER TRAIN MEN.			MACHINISTS.			CARPENTERS.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
B. & M. R. ....	245	\$180110	\$2 21	174	\$180,98	\$3 18	313	\$198006	\$1 94	246	\$168547	\$2 42	425	\$255174	\$2 12
C., St. P., M. & O. ....	29	19781	2 18	19	20832	3 50	39	25821	2 12	5	3844	2 46	47	31714	2 16
F., E. & M. V. ....	93	72529	2 49	61	68785	3 60	133	86356	2 07	15	12645	2 69	93	63515	2 18
A. C. & P. ....	1	313	2 53	4	3723	2 97	8	4999	2 00	.....	.....	.....	.....	.....	.....
C., R. I. & P. ....	23	19381	2 72	16	19581	3 90	38	24739	2 08	15	8310	1 77	18	11549	2 05
M. P. ....	62	36768	2 17	47	86480	3 12	110	53923	2 15	8	5134	2 93	11	7464	2 41
P. R. in Nebr.* .....	2	1252	1 74	2	1576	2 19	4	2102	1 46	.....	.....	.....	.....	.....	.....
K. C., W. & N. W.* .....	2	1642	2 25	1	1200	2 80	2	1460	2 10	.....	.....	.....	.....	.....	.....
U. P. ....	440	365293	2 65	215	295878	4 40	438	884576	2 84	485	527770	2 75	1	821	2 25
St. J. & G. I.* .....	22	17620	2 22	17	18296	2 99	30	22997	2 18	.....	.....	.....	321	306186	3 06
O. & R. V.* .....	35	28544	2 59	22	27035	3 86	43	37716	2 75	.....	.....	.....	12	10078	2 33
K. C. & O. ....	5	3913	2 38	5	5854	3 53	10	3312	2 10	1	1210	3 87	7	7584	3 13
K. & B. H. ....	2	1443	2 33	2	2094	3 50	8	1433	1 84	.....	.....	.....	4	3375	2 34
S. C., O'N. & W. ....	6	8761	2 20	4	2045	2 88	9	2805	1 45	8	3752	2 40	4	1570	1 96
Totals .....	967	\$751583	... ..	589	\$688827	.....	1175	\$850045	.....	785	\$733654	.....	943	\$699030	.....

\* Estimated.

TABLE XVI—CONTINUED.  
EMPLOYES.

NAME OF ROAD.	OTHER SHOP MEN.			SECTION FIREMEN.			OTHER TRACKMEN.			SWITCHMEN, FLAG AND WATCHMEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
B. & M. R.....	1010	\$474832	\$1 66	354	\$196614	\$1 65	1497	\$502858	\$1 22	248	\$171444	\$1 92
C., St. P., M. & O.....	3	2380	2 54	50	28095	1 80	218	94467	1 38	19	14858	2 50
F., E. & M. V.....	134	73698	1 69	158	77574	1 57	259	106046	1 31	42	28392	2 16
S. C. & P.....				5	2460	1 57	12	4615	1 23	1	313	1 81
C., R. I. & P.....	71	38445	1 73	32	18830	1 88	156	59570	1 22	13	10253	2 52
M. P.*.....	36	18200	1 88	46	24245	1 49	589	142282	1 23	40	31621	2 47
P. R. in Nebr.....				11	5940	1 45	27	7313	1 15			
K. C., W. & N. W.*.....	4	3356	2 30	4	2250	1 55	13	5447	2 00	2	780	2 08
U. P.....	2010	1570147	2 50	297	216368	2 33	1182	585181	1 58	394	348937	2 83
O. & R. V.*.....	29	18104	1 98	48	31407	2 08	204	92216	1 44	6	4988	2 32
St. J. & G. I.....	8	7890	2 74	38	22814	1 67	60	27751	1 28	4	3252	2 26
K. C. & O.....	6	3096	1 45	15	9000	1 67	32	13824	1 20	2	840	1 17
K. & B. H.....				4	2510	1 89	19	6096	1 36			
S. C., O'N. & W.....				18	6596	1 67	271	8854	1 25	6	912	1 33
Totals.....	3316	\$2210148		1080	\$642903		4549	\$1656520		777	\$616590	

\* Estimated.

TABLE XVI—CONCLUDED.  
EMPLOYEES.

NAME OF ROAD.	TELEGRAPH OPERATORS AND DISPATCHERS.			EMPLOYEES FLOAT- ING DEPT.			OTHER EMPLOYEES AND LABORERS.			TOTAL.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
B. & M. R.....	157	\$101546	\$1 80	.....	.....	.....	784	\$405964	\$1 83	6565	\$3826421	\$1 91
C. St. P., M. & O.....	23	16006	2 22	.....	.....	.....	57	32198	1 80	659	395701	1 92
F., E. & M. V.....	39	29361	2 41	.....	.....	.....	73	41877	1 83	1384	904398	2 11
S. C. & P.....	7	4290	1 96	.....	.....	.....	14	15940	3 64	90	64404	2 29
C., R. I. & P.....	11	6403	1 86	.....	.....	.....	18	14479	2 57	494	305002	1 97
M. P.....	84	27700	1 00	.....	.....	.....	306	60045	61	2077	608861	1 02
P. R. in Nebr.....	21	1826	27	.....	.....	.....	189	2432	03	843	29643	10
K. C., W. & N. W.*.....	2	1062	1 46	.....	.....	.....	.....	.....	.....	40	24779	1 82
U. P.....	186	160140	2 75	.....	.....	.....	1342	1085465	2 58	8791	7359392	2 68
O. & R. V.*.....	16	12043	2 35	.....	.....	.....	43	39083	2 98	560	396103	2 09
St. J. & G. I.....	22	15776	1 99	5	\$3414	\$1 89	28	17328	1 72	386	281383	2 04
K. C. & O.....	5	2475	1 38	2	1440	2 00	.....	.....	.....	143	64273	1 28
K. & B. H.....	.....	.....	.....	1	327	2 10	3	1251	1 23	58	30094	1 81
S. C., O'N. & W.....	17	1530	1 42	.....	.....	.....	1	17	1 00	375	42591	1 73
Totals.....	590	\$380158	.....	8	\$5181	.....	2858	\$1716069	.....	22475	\$14333145	.....

\* Fatimated.

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REPORTS IN FULL

OF THE

VARIOUS RAILROADS

DOING BUSINESS IN THE STATE.

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**ANNUAL REPORT**  
**OF THE**  
**CHICAGO, BURLINGTON & QUINCY RAILROAD**  
**COMPANY**

**FOR THE YEAR ENDING JUNE 30, 1892.**

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**HISTORY.**

1. Name of common carrier making this report? Chicago, Burlington & Quincy Railroad Company.

2. Date of organization? Charter act passed February 14, 1855. Burlington & Missouri River Railroad in Nebraska, incorporated May 12, 1869, and Republican Valley Railroad, incorporated March 28, 1879.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chicago, Burlington & Quincy Railroad Company, Illinois; Burlington & Missouri River Railroad in Nebraska, Nebraska; and Republican Valley Railroad, Nebraska.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Aurora Branch Railroad Company, chartered February 12, 1849; amended February 14, 1855, changing name to Chicago, Burlington & Quincy Railroad Company.

Central Military Tract Railroad Company, chartered February 15, 1851; consolidated with Chicago, Burlington & Quincy Railroad Company July 9, 1856.

Peoria & Oquawka Railroad Company, chartered February 12, 1849; consolidated with Chicago, Burlington & Quincy Railroad Company June 24, 1864.

Northern Cross Railroad Company, chartered April 13, 1849; conveyed to Chicago, Burlington & Quincy Railroad Company July 30, 1865.

Burlington & Missouri River Railroad Company, incorporated January 15, 1850, and the Burlington & Missouri Railroad Company, incorporated July 24, 1871, both existing under the laws of the state of Iowa; consolidated with the Chicago, Burlington & Quincy Railroad Company January 31, 1875.

Burlington & Missouri River Railroad Company in Nebraska, incorporated May 12, 1869; consolidated with the Chicago, Burlington & Quincy Railroad Company January 1, 1880.

Republican Valley Railroad Company, incorporated March 28, 1878; amended May 24, 1879, and consolidated with the Chicago, Burlington & Quincy Railroad Company March 1, 1892.

## ORGANIZATION.

### NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

J. M. Forbes, Boston, Mass., May 17, 1893.

C. J. Paine, Boston, Mass., May 17, 1893.

J. L. Gardner, Boston, Mass., May 17, 1893.

F. W. Hunnewell, Boston, Mass., May 17, 1893.

Wm. Endicott Jr., Boston, Mass., May 17, 1893.

Richard Olney, Boston, Mass., May 17, 1893.

T. J. Coolidge, Manchester, Mass., May 17, 1893.

E. W. Hooper, Cambridge, Mass., May 17, 1893.

J. N. A. Griswold, New York, N. Y., May 17, 1893.

Peter Geddes, New York, N. Y., May 17, 1893.

C. E. Perkins, Burlington, Iowa.

Total number of stockholders at date of last election? 11,246.

Date of last meeting of stockholders for election of directors? May 18, 1892.

Give post-office address of general office? Chicago, Ill.

Give post-office address of operating office? Omaha, Neb.



## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—Jno. M. Forbes, Boston, Mass.

President—C. E. Perkins, Burlington, Ia.

First Vice President—J. C. Peasley, Chicago, Ill.

Second Vice President—Geo. B. Harris, Chicago, Ill.

General Auditor—J. L. Lathrop, Chicago, Ill.

Secretary—T. S. Howland, Boston, Mass.

Treasurer—J. C. Peasley, Chicago, Ill.

## WEST OF MISSOURI ONLY.

Assistant Treasurer—J. G. Taylor, Omaha, Neb.

General Solicitor—T. M. Marquett, Lincoln, Neb.

Solicitor—J. W. Deweese, Lincoln, Neb.

Auditor—J. G. Taylor, Omaha, Neb.

Assistant Auditor—W. P. Durkee, Omaha, Neb.

General Manager—G. W. Holdrege, Omaha, Neb.

Chief Engineer—I. S. P. Weeks, Lincoln, Neb.

General Superintendent—T. E. Calvert, Lincoln, Neb.

Division Superintendent, Northern Division—E. Bignall, Lincoln, Neb.

Division Superintendent, Southern Division—C. B. Rogers, Wy-  
more, Neb.

Division Superintendent, Western Division—A. Campbell, McCook,  
Neb.

Division Superintendent—Wyoming Division, J. R. Phelan, Alli-  
ance, Neb.

Superintendent of Telegraph—C. E. Yates, Lincoln, Neb.

General Freight Agent—George H. Crosby, Omaha, Neb.

Assistant General Freight Agent—Allen B. Smith, Omaha, Neb.

General Passenger and Ticket Agent—J. Francis, Omaha, Neb.

Assistant General Passenger and Ticket Agent—Arthur B. Smith,  
Omaha, Neb.

General Baggage Agent—T. Marsland, Omaha, Neb.

Land Commissioner—W. W. Baldwin, Burlington, Ia.

## PROPERTY OPERATED

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
"A." Chicago, Burlington & Quincy..... Burlington & Missouri River in Neb.....	Various..... Pacific Junction, Ia.....	Various..... Kearney, Neb.....	635.75 195.47	831.22
"B." Chicago, Burlington & Quincy..... Republican Valley .....	Various..... York, Neb..... Nemaha, Neb..... Nemaha, Neb..... Beatrice, Neb..... Hastings, Neb..... Aurora, Neb..... Aurora, Neb..... Table Rock..... Omaha, Neb..... Crate, Neb..... Nemaha, Neb..... Nebraska City Bridge Line..... Lincoln, Neb..... Atchison, Kan..... Rulo Bridge Line, Neb..... Chester, Neb..... Kenesaw, Neb..... De Witt, Neb..... Edgar, Neb..... Odell Junction, Neb..... Republican, Neb..... Colorado State Line, Neb.....	Various..... Central City, Neb..... Salem, Neb..... Beatrice, Neb..... Wymore, Neb..... Colorado State Line, Neb..... Grand Island, Neb..... Hastings, Neb..... Amboy, Neb..... Oreapolis, Neb..... Beatrice, Neb..... York, Neb..... ..... Columbus, Neb..... Lincoln, Neb..... ..... Fairmont, Neb..... Oxford, Neb..... Colorado State Line, Neb..... Superior, Neb..... Concordia, Kan..... Oberlin, Kan..... Denver, Col.....	1485.23 41.52 17.60 65.56 11.67 239.41 18.51 27.75 142.84 16.84 30.09 135.50 2.09 73.13 144.72 3.39 45.19 60.67 298.32 26.53 71.04 78.23 174.89	
Omaha & Southwestern.....	.....	.....	.....	
Nebraska.....	.....	.....	.....	
Lincoln & Northwestern.....	.....	.....	.....	
Atchison & Nebraska.....	.....	.....	.....	
Nebraska & Colorado.....	.....	.....	.....	
Chicago, Nebraska & Kansas.....	.....	.....	.....	
Republican, Kansas & Southwestern.....	.....	.....	.....	
Burlington & Colorado.....	.....	.....	.....	

## PROPERTY OPERATED—CONCLUDED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Colorado & Wyoming.....	Colorado State Line, Neb ..	Wyoming State Line.....	144.58	
Cheyenne & Burlington .....	Cheyenne, Wyo.....	Colorado State Line, Wyo ..	28.01	
Oxford & Kansas.....	Orleans, Neb.....	Kansas Line, Neb.....	59.61	
Beaver Valley.....	Kansas Line.....	St. Francis, Kan.....	74.37	
Lincoln & Black Hills .....	Central City, Neb.....	Ericson, Neb.....	82.94	
	Greeley Center, Neb.....	Burwell, Neb.....	40.92	
	Palmer, Neb.....	Arcadia, Neb.....	54.02	
Grand Island & Wyoming Central.....	Grand Island, Neb ..	Wyoming State Line, Wyo..	401.52	
	Edgemont Junction, S. Dak ..	Deadwood, S. Dak.....	108.40	
	Minnekahta S. Dak.....	Hot Springs.....	13.34	
Grand Island & Northern Wyoming.....	Wyoming Line, Wyo.....	Gillette, Wyo.....	107.38	
Republican Valley & Wyoming.....	Calbertson, Neb.....	Waneta, Neb.....	32.40	
Omaha & North Platte.....	Omaha, Neb.....	Schnyler, Neb.....	80.78	
Denver, Utah & Pacific.....	Denver, Col ..	Utah Junction, Col.....	3.00	
St. Joseph & Nebraska.....	Burns Junction, Col.....	Lyons, Col.....	32.67	
C., B. & Q.....	Napier, Mo.....	Boswell, Mo.....	5.86	
3. East of Missouri River—Union Pacific .....	Quincy, Ill.....	Louisiana & Hannibal, Mo.	6440.74	
	Utah Junction, Col.....	Burns Junction, Col.....	11.30	
Total miles operated.....			5440.74	
Mileage B. & M. E. in Neb., separately—				
1. "A.".....			195.47	3169.96
"B.".....			2974.49	
"5.".....			11.30	11.30
				3181.26

## CAPITAL STOCK.

Common; 763,974 shares authorized, of \$100 each, of total par value of \$76,397,400, of which the total amount was issued and is outstanding.

Dividends declared during the year of  $4\frac{3}{4}$  per cent, amounting to \$3,628,719.

There was issued during the year  $28\frac{1}{2}$  shares, which were exchanged for bonds.

Records were destroyed by the Chicago fire in 1871, and further particulars in this regard cannot be given.

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate per cent.	When payable.	Amount ac- crued during year.	Amount paid during year.
	Date of issue.	When due.								
C. B. & Q. 5's 1895	1875 1895		\$162,000	\$462,000	\$330,000	No record	9	J. and D.	\$16537	\$16500
C. B. & Q. consol. mortgage.	1878 1903		1800000	1800000	1800000	No record	7	J. and J.	1233855	1238847
C. B. & Q. Iowa Division	1879 1919		3000000	3000000	2892000	No record	5	A. and O.	144600	144600
C. B. & Q. Iowa Division	1879 1919		10591000	10591000	8866000	No record	4	A. and O.	837164	338900
C. B. & Q. 4's of 1920	1882 1922		7968000	7968000	7968000	No record	4	F. and A.	839720	339720
C. B. & Q. 5's of 1901	1876 1901		2500000	2500000	2316000	No record	5	A. and O.	115800	115800
C. B. & Q. Neb. Extension mortgage	1887 1927		28632000	28632000	77248000	No record	4	M. and N.	1088041	1097148
B. & M., Iowa land grant.	1863 1893		5464850	5058850	3874900	No record	7	A. and O.	279397	281008
B. & M., Iowa convertible	1869 1894		900000	900000	68000	No record	8	J. and J.	5280	5280
B. & M., Neb. consol. mortgage	1878 1918		12894000	12894000	12894000	No record	6	J. and J.	778840	778840
Republican Valley	1879 1919		2504000	2504000	1079000	No record	6	J. and J.	64650	64650
			\$92529850	\$92593850	\$85080900				\$4408416	\$4411128
C. B. & Q. plain 7's	1872 1895		\$7034000	\$7084000	\$547500	No record	7	J. and J.	\$38325	\$38325
C. B. & Q. convertible 5's	1890 1906		7637200	7639200	7639900	No record	6	M. and S.	381867	381865
C. B. & Q. plain 5's	1883 1913		9000000	9000000	9000000	No record	5	M. and N.	450000	450000
C. B. & Q. 4's of 1921	1891 1921		4300000	4300000	4300000	No record	4	M. and S.	172000	172000
B. & M. Neb., 4's of 1910	1890 1910		3347000	3347000	3347000	No record	4	J. and J.	138880	138880
			\$31820200	\$31820200	\$24880400				\$1176102	\$1176140

**CONTINGENT LIABILITIES FOR BRANCH ROADS.**

O. O. & F. V. R. R.	1870 1900		\$1260000	\$1260000	\$1076000	No record	8	J. and J.	\$35980	\$35980
Omaha & S. W.	1871 1896		1034000	1034000	663000	No record	8	J. and D.	53520	53520
Nebraska Ry.	1877 1896		1836000	1836000	340000	No record	7	A. and O.	21430	21430
Atchison & Neb. R. R.	1878 1908		1250000	1250000	1125000	No record	7	M. and S.	78730	78730
Atchison & Neb., 2d mortgage	1887 1927		901280	901280	901280	No record	6	J. and J.	34076	34076
Lincoln & N. W. R. R.	1880 1910		600000	600000	600000	No record	7	J. and J.	47000	42100
Chicago & Iowa R. R. 1st mortgage	1869 1900		600000	600000	600000	No record	8	J. and J.	24000	*24000
Chicago & Iowa R. R. 2d mortgage	1871 1901		1150000	1150000	1150000	No record	8	J. and J.	46700	*46700
C. R. & N., 1st mortgage	1875 1895		250000	250000	250000	No record	8	A. and O.	10500	*10500
			\$14744000	\$14756280	\$6720280				\$418530	\$364780
Grand total			\$132605850	\$132605850	\$116580980				\$3608876	\$3655204*

\*Six months only.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$92529350	\$85030300	\$4408416	\$4411123
Miscellaneous obligations .....	40076480	31550680	1594959	1540920
Total.....	\$132605830	\$116580980	\$6300376	\$5952043

CURRENT ASSETS AND LIABILITIES.

Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$4339542
Bills receivable .....	987063
Due from agents .....	149372
Due from solvent companies and individuals.....	1550603
Other cash assets (including material and supplies*).....	590432
Total .....	\$7617015
* Materials and supplies on hand, \$1,462,229.	

Current Liabilities Accrued to and Including June 30, 1892.	
Loans and bills payable.....	\$101381
Audited vouchers and accounts.....	2028092
Wages and salaries .....	118726
Net traffic balances due to other companies .....	544587
Matured interest coupons unpaid (including coupons due July 1).....	1400071
Miscellaneous.....	20390
Balance—cash assets.....	3403764
Total .....	\$7617015

RECAPITULATION.  
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads	To other proper- ties.	Miles.	Amount.
Capital stock.....	\$76397400	All.	None.	5294.94	\$14439
Bonds.....	116580980	All.	None.	5290.94	22034
Total.....	\$192978380	.....	.....	.....	\$36473

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPER-  
ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Quincy, Alton & St. Louis.....	\$970100	\$840000	.....	\$1810100	46.14	\$39230

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	B. & R. R. in Neb. Charges to con- struction or equip- ment.	Not included in operating expenses.		Charged to con- struction or equipment. Whole line.			
		Charged to in- come account as permanent improve- ments.	Charged to con- struction or equipment. Whole line.				
Construction:							
Right of way.....	\$19145			\$382434			
Fences.....	22811			22811			
Grading and bridge and culvert masonry.....	59475			59475			
Bridges and trestles.....	22483			254643			
Rails.....							
Ties.....	213317			251984			
Other superstructure.....							
Buildings, furniture, and fixtures.....	136867			157454			
Engineering expenses.....	3032			3032			
Interest during construction.....							
Discount on securities sold for construction.....	259			100050			
Telegraph line.....	44768			44768			
Road built by contract.....	999009			999009			
Purchase of constructed road.....				3121944			
Other items.....	43786			353138			
Total construction.....	\$1564359			\$5545495			



COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS--CONCLUDED.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891. Whole line.*	Total cost to June 30, 1892. Whole line.*	Cost per mile.
	B. & M. R. R. in Neb. Charges to construction or equipment.	Not included in operating expenses.		Charged to construction or equipment. Whole line.			
		Charged to income account as permanent improvements.					
Equipment:							
Locomotive .....	\$356009	.....		\$620521	.....	.....	.....
Passenger cars.....	46645	.....		176942	.....	.....	.....
Sleeping, parlor, and dining cars.....	.....	.....		17619	.....	.....	.....
Baggage, express, and postal cars.....	4188	.....		4188	.....	.....	.....
Freight cars.....	328870	.....		1018983	.....	.....	.....
Other cars of all classes.....	76700	.....		151951	.....	.....	.....
Shop machinery and tools .....	68910	.....		79660	.....	.....	.....
Total equipment.....	\$881326	.....		\$2069867	.....	.....	.....
Grand total cost construction, equipment, etc...	\$2445684	.....		\$7615363	\$185829308	\$193444672	\$36448

\* Cannot give details.

Total cost construction, equipment, etc., state of Nebraska.—Cannot give Nebraska separately from rest of B. & M. R. R. in Nebraska.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$31223850	
Less operating expenses .....	19857726	
	<hr/>	
Income from operation .....		\$11366123
Interest on bonds owned.....	\$290900	
Dividends on stocks owned .....	949456	
Miscellaneous income—less expenses.....	156847	
	<hr/>	
Income from other sources.....		1397204
		<hr/>
Total income .....		\$12763328
Deductions from income:		
Interest on funded debt accrued.....	\$6003376	
Interest on interest-bearing current liabilities accrued, not otherwise provided for, rentals.....	273870	
Taxes .....	1213397	
Other deductions.....	590471	
	<hr/>	
Total deductions from income .....		8081115
		<hr/>
Net income .....		\$4682212
Dividends, 4½ per cent, common stock.....		3628719
		<hr/>
Surplus from operations of year ending June 30, 1892,		\$1053492
Surplus on June 30, 1891 .....		9396243
		<hr/>
Surplus on June 30, 1892.....		\$10449736

## EARNINGS FROM OPERATION.

## B. &amp; M. R. R. R. IN NEB.

Items.	Total receipts.	Actual earnings.
Total passenger revenue .....		\$2663530
Mail.....	\$400614	
Express.....	294218	
Extra baggage and storage .....	26943	
	<hr/>	
		721776
		<hr/>
Total passenger earnings.....		\$3385307
		<hr/>

Items.	Total receipts.	Actual earnings.
Total freight revenue .....		\$7912183
Stock yards .....		340
Total freight earnings.....		<u>\$7912523</u>
Total passenger and freight earnings.....		<u>\$11297830</u>
Other earnings from operations :		
Switching charges —balance .....	\$43285	
Telegraph companies.....	27578	
Rents from tracks, yards, and terminals.....	73339	
Other sources .....	1901	
Total other earnings.....		<u>146104</u>
Total gross earnings from operation in Nebraska.....		<u>\$11443935</u>
Total gross earnings from operation— entire line .....		<u>\$31223850</u>

## BONDS OWNED.

Income or interest received, \$290,900.

Valuation, \$6,692,990.

Name of Road or Company.	Total par value.
St. Louis, Keokuk & Northwestern.....	\$6100000
Burlington & Northwestern .....	220000
Burlington & Western.....	571201
Chicago Burlington & Northern.....	1074000
Humeston & Shenandoah .....	1342000
Peoria Union Elevator Company.....	200000
St. Louis United Elevator Company .....	97500
Wapello Coal Company.....	470000
Total .....	<u>\$10074701</u>

## STOCKS OWNED.

Income or dividend received, \$949,456.

Total valuation, \$9,982,551.

Name of Road or Company.	Total par value.
Chicago, Burlington & Northern .....	\$12070100
Hannibal & St. Joseph .....	14244900
Kansas City, St. Joseph & Council Bluffs.....	5263293
Burlington & Northwestern .....	123950
Burlington & Western.....	856801
Chicago, Burlington & Kansas City.....	8000000
St. Louis, Keokuk & Northwestern.....	5443800
Humeston & Shenandoah .....	2013000
Atchison Union Depot Company .....	9000
Hannibal Union Depot Company.....	7800
Keokuk Union Depot Company .....	20000
Omaha Union Depot Company .....	259500
St. Joseph Union Depot Company.....	20000
Peoria Union Elevator Company .....	200000
St. Louis United Elevator Company.....	195000
Union Elevator Company, Council Bluffs, Iowa.....	46700
Empire Coal Company .....	15000
Inter-State Industrial Express Co.....	1500
Nebraska Exposition Association.....	6675
Chicago Union Transfer Railway.....	80000
Mitchell Coal & Land Company.....	90000
Total.....	<u>\$48967019</u>

## RENTALS RECEIVED.

Grand total rentals received.....	\$274055
B. & M. R. R. R. in Neb.....	73339

## MISCELLANEOUS INCOME.

Land grant.....	\$156847
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## OPERATING EXPENSES—ESTIMATED.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway, renewals of rails, renewals of ties, cat- tle guards, road crossings, and signs.....	\$1227780	\$2235634	\$3463414
Repairs of bridges and culverts	192173	349923	542096
Repairs of fences.....	24326	44294	68620
Repairs of buildings.....	127281	231763	359044
Repairs of docks and wharves, .....		12589	12589
Repairs of telegraph.....	28059	51092	79151
Total .....	\$1599620	\$2925297	\$4524918
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomo- tives .....	\$492161	\$896163	\$1388324
Repairs and renewals of pas- senger cars, repairs and re- newals of freight cars.....	300445	1814336	2114782
Total .....	\$792606	\$2710500	\$3503107
<b>Conducting transportation:</b>			
Wages of enginemen, firemen,	\$593888	\$1081396	\$1675284
Fuel for locomotives.....	738988	1345605	2084593
Water-supply for locomotives,	76466	139235	215701
All other supplies for locomo- tives .....	214481	390543	605024
Wages of other trainmen .....	508348	925638	1433986
All other train supplies .....	215788	392923	608712
Wages of switchmen, flagmen, and watchmen .....	264603	481809	746413
Expense of telegraph, includ- ing train dispatchers, and operators .....	112004	203946	315950
Wages of station agents, clerks, and laborers.....	408897	744550	1153447

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Station supplies, etc.....	\$230754	\$420174	\$650929
Car mileage—Balance.....	79433	144639	224073
Loss and damage, injuries to persons.....	94975	298374	393349
Total .....	<u>\$3588630</u>	<u>\$6568837</u>	<u>\$10107467</u>
General expenses:			
Salaries of officers, salaries of clerks .....	\$346603	\$631121	\$977725
General office expenses and supplies .....	24421	44468	68889
Agencies, including salaries, and rent.....	90573	164922	255495
Advertising and printing .....	44488	81553	126342
Insurance.....	48908	89055	137964
Expense of traffic associations,	5743	15028	20771
Legal expenses .....	32575	59316	91891
Other general expenses.....	15297	27855	43153
Total .....	<u>\$608911</u>	<u>\$1113322</u>	<u>\$1722233</u>
Recapitulation of expenses:			
Maintenance of way and struc- tures.....	\$1599620	\$2925297	\$4524918
Maintenance of equipment.....	792606	2710500	3503107
Conducting transportation .....	3538630	6568837	10107467
General expenses.....	608911	1113322	1722233
Grand total .....	<u>\$6539768</u>	<u>\$13317957</u>	<u>\$19857726</u>
Operating expenses—B. & M. in Nebraska:			
Maintenance of way and struct- ures .....	\$813576	\$1123048	\$1936624
Maintenance of equipment.....	294563	776463	1071026
Conducting transportation .....	1547295	2169516	3716811
General expenses.....	262894	362895	625789
Total .....	<u>\$2918329</u>	<u>\$4431923</u>	<u>\$7350252</u>

Percentage of operating expenses to earnings—B. & M. R. R. R. in  
Neb., 64.229.

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Union Pacific Railway .....	\$4530
Union roads east of Missouri river.....	269339
Total rentals.....	\$273870

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Amounts paid for use of union depots and terminals, etc., are charged to the different operating accounts to which they belong.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$185829308	{ Cost of road..... }	\$193444672	\$7615368	.....
10663197	{ Cost of equipment } .....	9982551	.....	\$680646
6260990	Stocks of other companies owned. ....	6692990	432000	.....
1123195	Bonds of other companies owned. ....	2488883	1365687	.....
143782	Other permanent investments. ....	329218	185435	.....
4837775	Lands owned.....	7617015	2779239	.....
.....	Cash and current assets. ....	.....	.....	.....
1666165	Other assets.....	1462229	.....	203935
13964801	Materials and supplies. ....	14713060	748258	.....
.....	Sinking fund .....	.....	.....	.....
.....	Sundries.....	.....	.....	.....
\$224489216	Grand total ..	\$236730619	\$12241402	.....
JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	LIABILITIES.	Total.	Increase.	Decrease.
\$76394505	Capital stock .....	\$76397400	\$2895	.....
114668482	Funded debt.....	116580980	1912498	.....
3868682	Current liabilities.....	4218250	344567	.....
.....	Bond subscriptions.....	6922775	6922775	.....
170156	Accrued interest on funded debt not yet payable,	51332	.....	\$118823
9000000	Renewal fund .....	9000000	.....	.....
830098	Current accounts balance .....	1024174	194076	.....
9226086	Income account.....	.....	10449736	1223649
10331204	Profit and loss.....	12090969	1759764	.....
\$224489216	Grand total .....	\$236730619	\$12241402	.....

EMPLOYES AND SALARIES—STATE OF NEBRASKA—ESTIMATED.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	43	\$132731	\$8 46
General office clerks .....	273	237671	2 73
Station agents .....	263	157073	1 64
Other station men.....	286	154932	1 80
Enginemen.....	247	308613	3 70
Firemen .....	245	180110	2 21
Conductors .....	174	180298	3 18
Other trainmen.....	313	198006	1 94
Machinists .....	246	168547	2 42
Carpenters .....	425	255174	2 12
Other shopmen .....	1010	474832	1 66
Section foremen.....	354	196614	1 65
Other trackmen.. ..	1497	502858	1 22
Switchmen, flagmen, and watchmen .....	248	171444	1 92
Telegraph operators and dispatchers.....	157	101546	1 80
All other employes and laborers .....	784	405964	1 83
Total (including "general officers")—Nebraska...	6565	\$3826421	\$1 91
Less "general officers".....	43	132731	8 46
Total (excluding "general officers")—Nebraska...	6522	\$3693689	\$1 86
Distribution of above:			
General administration.....	316	\$370402	\$3 15
Maintenance of way and structures.....	2635	1105438	1 46
Maintenance of equipment.....	1681	898555	1 88
Conducting transportation .....	1933	1452024	2 24
Total (including "general officers")—entire line..	21634	\$13071129	\$1 83

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

B. & M. R. R. R. IN NEB.

Passenger traffic:

- Number of passengers carried earning revenue, 1747928.
- Number of passengers carried one mile, 100054633.
- Average distance carried, 57.2 miles.
- Total passenger revenue, \$2663530.
- Average amount received from each passenger, \$1.52382.
- Average receipts per passenger per mile, \$0.02663.
- Total passenger earnings, \$3385307.
- Passenger earnings per mile of road, \$1051.
- Passenger earnings per train mile, \$1.05495.



**Freight traffic:**

Number of tons carried of freight earning revenue, 3672986.

Number of tons carried one mile, 582417369.

Average distance haul of one ton, 158.6 miles.

Total freight revenue, \$7912183.

Average amount received for each ton of freight, \$2.15416.

Average receipts per ton per mile, \$0.01359.

Total freight earnings, \$7912523.

Freight earnings per mile of road, \$2456.

Freight earnings per train-mile, \$1.78605.

**Passenger and freight:**

Passenger and freight revenue, \$1057514.

Passenger and freight revenue per mile of road, \$3283.

Passenger and freight earnings, \$11297830.

Passenger and freight earnings per mile of road, \$3507.

Gross earnings from operation, \$11443935.

Gross earnings from operation per mile of road, \$3553.

Expenses, \$7350252.

Expenses per mile of road, \$2282.

**Train mileage:**

Miles run by passenger trains, 3208985.

Miles run by freight trains, 4430192.

Total mileage trains earning revenue, 7639177.

Mileage of loaded freight cars—north or east; mileage of loaded freight cars—south or west, 67857774.

Mileage of empty freight cars—north or east; mileage of empty freight cars—south or west, 21332934.

Average number of freight cars in train, 19.71.

Average number of loaded cars in train, 15.

Average number of empty cars in train, 4.71.

Average number of tons of freight in train, 128.70.

Average number of tons of freight in each loaded car, 8.60.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

### Passenger traffic:

Number of passengers carried earning revenue—East of Missouri river, 6982541; west of Missouri river, 1747928.

Number of passengers carried one mile, 290615034.

Average distance carried—East of Missouri river, 27.3 miles; west of Missouri river, 57.2 miles.

Total passenger revenue, \$6782717.96.

Average amount received from each passenger—East of Missouri river, \$0.58992; west of Missouri river, \$1.52382.

Average receipts per passenger per mile, \$0.02334.

Estimated cost of carrying each passenger one mile, \$0.03124.

Total passenger earnings, \$8904012.37.

Passenger earnings per mile of road, \$1636.54.

Passenger earnings per train mile, \$1.12037.

### Freight traffic:

Number of tons carried of freight earning revenue—East of Missouri river, 8745648; west of Missouri river, 3672986.

Number of tons carried one mile, 2173005549.

Average distance haul of one ton—East of Missouri river, 189.9 miles; west of Missouri river, 158.6 miles.

Total freight revenue, \$21444245.60.

Average amount received for each ton of freight—East of Missouri river, \$1.54729; west of Missouri river, \$2.15416.

Average receipts per ton per mile, \$0.00987.

Estimated cost of carrying one ton one mile, \$0.00825.

Total freight earnings, \$21453844.52.

Freight earnings per mile of road, \$3943.19.

Freight earnings per train mile, \$1.48276.

### Passenger and freight:

Passenger and freight revenue, \$28226963.56.

Passenger and freight revenue per mile of road, \$5188.07.

Passenger and freight earnings, \$30357856.89.

Passenger and freight earnings per mile of road, \$5579.73.

Gross earnings from operation, \$31223850.07.

Gross earnings from operation per mile of road, \$5738.90.

Expenses, \$19857726.43.

Expenses per mile of road, \$3649.82.

**Train mileage:**

Miles run by passenger trains, 7947424.

Miles run by freight trains and miles run by mixed trains, included in freight trains and cannot be divided, 14468857.

Total mileage trains earning revenue, 22416281.

Mileage of loaded freight cars—north or east, } 221943831.  
Mileage of loaded freight cars—south or west, }

Mileage of empty freight cars—north or east, } 75825934.  
Mileage of empty freight cars—south or west, }

Average number of freight cars in train, 20.58.

Average number of loaded cars in train, 15.34.

Average number of empty cars in train, 5.24.

Average number of tons of freight in train, 150.19.

Average number of tons of freight in each loaded car, 9.79.

## DESCRIPTION OF EQUIPMENT—B. &amp; M. R. R. IN NEB.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Passenger.. } .....	20	264	264	Westinghouse,	130	Janney.
Freight..... } .....						
Switching .....	6	37	37	Automatic .....	10	Janney.
<b>Total .....</b>	<b>26</b>	<b>301</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Cars in passenger service:</b>						
First-class passenger cars } .....	20	113	113	Westinghouse,	113	Janney.
Second-class passenger cars } .....						
Combination passenger cars .....	5	60	60	Automatic .....	60	Janney.
Dining cars .....	.....	2	2	Automatic .....	2	Janney.
Baggage, express, and postal cars .....	5	34	34	Automatic .....	34	Janney.
<b>Total .....</b>	<b>30</b>	<b>209</b>	<b>209</b>	<b>.....</b>	<b>209</b>	<b>.....</b>
<b>Cars in freight service:</b>						
Box cars .....	500	4164	1617	Westinghouse,	953	Janney.
Flat cars .....	.....	1823	257	Automatic .. {	100	Janney.
Stock cars.....	.....	1466	380	Automatic .....	100	Gould.
Coal cars.....	200	200	.....	.....	380	Janney.
Refrigerator cars.....	.....	83	75	.....	200	Janney.
<b>Total .....</b>	<b>700</b>	<b>7736</b>	<b>2529</b>	<b>.....</b>	<b>75</b>	<b>Janney.</b>
<b>Cars in Company's service:</b>						
Derrick cars, wrecking .....	.....	4	.....	.....	.....	.....
Caboose cars .....	.....	129	.....	.....	.....	.....
<b>Total .....</b>	<b>.....</b>	<b>133</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Total owned .....</b>	<b>.....</b>	<b>8078</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Grand total .....</b>	<b>.....</b>	<b>8078</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>

## MILEAGE—B. &amp; M. R. R. R. IN NEB.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under trackage rights.	Total mileage operated	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track .....	195.47	.....	2974.49	50.67	3220.63	68.72	844.93	2825.03
Miles of second track.....	3.80	1.60	.....	.....	4.90	.....	.....	4.90
Miles of yard track, sidings, and spurs.....	.....	.....	.....	.....	456.07	20.75	377.97	78.10
Total mileage operated (all tracks).....	198.77	2976.09	2974.49	50.67	3681.60	84.47	722.90	2908.03

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		New line constructed during year.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
I. Mileage operated by road making this report:						
Nebraska.....	191.61	2044.45	22.69	2236.06	336.19	1899.87
II. Mileage owned by road making this report:						
Nebraska.....	191.61	2044.45	.....	2236.06	336.19	1899.87
Total mileage owned (single track), Neb.....	3181.26					

## RENEWALS OF RAILS AND TIES—B. &amp; M. R. R. R. IN NEBRASKA.

## NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel .....	54926	66 pounds	\$33 50
	231	56 pounds	33 00
Total steel .....	55157		

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NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak .....	569694	\$0 54
Cedar .....	28812	46
Total .....	598506	

CONSUMPTION OF FUEL BY LOCOMOTIVES—B. & M. R. R. R. IN NE-  
BRASKA.

LOCOMOTIVES.	Tons of bitumi- nous coal.	Cords of hard wood.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger ... Freight ..... Switching ... Construction ] .....	No record kept showing division of service				
Total .....	442031	10257	452288	10498062	86.17
Average cost at distributing point .....	\$1 86	\$2 00			

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
2233.69	4593.80	All*	All*	All	All	Western Union Tel. Co., for commercial business.

\* For company business.

ANNUAL REPORT  
OF THE  
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA  
RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name the common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Date of organization? May 25, 1880.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin; chapter 260, Laws of Wisconsin, 1880. Minnesota; chapter 219, 228, and 362, Special Laws of Minnesota, 1881. Nebraska; chapter 106, Laws of Nebraska, 1879. Iowa; chapter 119, ————— 1882. South Dakota; section 450, Dakota Code.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Chicago, St. Paul & Minneapolis Railway—Organized under chapter 119, General Laws of Wisconsin as amended by chapter 114, General Laws of said state for 1877. Northern Wisconsin Railway—Organized under chapter 73, Revised Statutes of Wisconsin, 1858.

Date and authority for each consolidation? May 25, 1880, chapter 260, Laws of Wisconsin, 1880.

## ORGANIZATION.

## NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marvin Hughitt, Chicago, Ill., June, 1893.  
 David P. Kimball, Boston, Mass, June, 1893.  
 Edwin W. Winter, St. Paul, Minn., June, 1893.  
 Byron L. Smith, Chicago, Ill., June, 1893.  
 Chauncey M. Depew, New York City, N. Y., June, 1893.  
 M. L. Lykes, New York City, N. Y., June, 1894.  
 John M. Whitman, Chicago, Ill., June, 1894.  
 James H. Howe, St. Paul, Minn., June, 1894.  
 John M. Humbird, St. Paul, Minn., June, 1894.  
 Albert Kupe, Chicago, Ill., June, 1895.  
 Cornelius Vanderbilt, New York City, N. Y., June, 1895.  
 Wm. K. Vanderbilt, New York City, N. Y., June, 1895.  
 H. McK. Twombly, New York City, N. Y., June, 1895.  
 Total number of stockholders at date of last election? 1105.  
 Date of last meeting of stockholders for election of directors? June 4, 1892.  
 Give post-office address of general office? St. Paul, Minn.  
 Give post-office address of operating office? St. Paul, Minn.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.  
 Vice-President—M. L. Sykes, New York City, N. Y.  
 Secretary—E. E. Woodman, Hudson, Wis.  
 Treasurer—M. L. Sykes, New York City, N. Y.  
 Assistant Treasurer—S. O. Howe, New York City, N. Y.  
 General Counsel—J. H. Howe, St. Paul, Minn.  
 Attorney—S. L. Perrin, St. Paul, Minn.  
 Auditor—L. A. Robinson, St. Paul, Minn.  
 Local Treasurer—R. W. Clark, St. Paul, Minn.  
 General Manager—E. W. Winter, St. Paul, Minn.



Chief Engineer—O. W. Johnson, St. Paul, Minn.  
General Superintendent—W. A. Scott, St. Paul, Minn.  
Division Superintendent—James McCabe, St. Paul, Minn.  
Division Superintendent—Hugh Spencer, Mankato, Minn.  
Division Superintendent—H. S. Jaynes, Omaha, Neb.  
Purchasing Agent—W. H. S. Wright, St. Paul, Minn.  
Superintendent of Telegraph—H. O. Hope, St. Paul, Minn.  
General Freight Agent—J. T. Clark, St. Paul, Minn.  
Assistant General Freight Agent—H. M. Pearce, St. Paul, Minn.  
General Passenger Agent—T. W. Teasdale, St. Paul, Minn.  
Assistant General Passenger Agent—J. S. McCullough, St. Paul, Minn.  
Assistant General Ticket Agent—J. S. McCullough, St. Paul, Minn.  
General Baggage Agent—E. F. Woode, St. Paul, Minn.  
Car Accountant—A. Drezmel, St. Paul, Minn.  
Claim Agent—E. L. Pool, St. Paul, Minn.  
Land Commissioner—W. H. Phipps, Hudson, Wis.

PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1 A. Main line— C., St. P., M. & O. Ry.....	Elroy.....	St Paul.....	195.17	882.31
	North Wis. Jct.....	Bayfield.....	178.24	
	Eau Claire.....	Spooner.....	81.51	
	Superior Jct.....	Itaska Street Switch.....	60.57	
	St. Paul.....	Le Mars.....	243.76	
	Mo. River at Covington.....	Omaha.....	123.06	
1 B. Branch lines— C., St. P., M. & O. Ry.....	St. Croix Draw Bridge.....	Stillwater.....	4.55	474.07
	Stillwater Jct.....	Stillwater.....	3.30	
	River Falls Jct.....	Ellsworth.....	24.82	
	Marrillau.....	Marshfield.....	38.67	
	Ashland Jct.....	Ashland.....	4.38	
	Ashland Short Line.....	.....	1.31	
	Lake Crystal.....	Elmore.....	43.48	
	Huron Lake.....	Pipestone.....	55.10	
	Sioux Falls Jct.....	Mitchell.....	130.73	
	Luverne.....	Doose.....	28.00	
	Osborne Jct.....	Ponca.....	16.33	
	Emerson.....	Norfolk.....	46.50	
	Wakefield.....	Hartington.....	33.76	
	Wayne.....	Bloomfield.....	43.14	
2. Proprietary Companies— Superior Short Line Railway.....	Superior City.....	Connor's Point.....	8.28	13.62
Superior Short Line of Minnesota.....	Rice's Point.....	Duluth.....	2.60	
Eau Claire Railway.....	West Eau Claire.....	Shaw's Mills.....	2.74	

## PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM--	TO--		
5 Lines operated under trackage rights—				
St. Louis River Bridge (N. P. R. R.) .....	West Superior.....	Rice's Point .....	1.59	
Great Northern Railway.....	St. Paul.....	Minneapolis .....	11.40	
Minneapolis & St. Louis Railway .....	Minneapolis.....	Merriam Jct.....	27.00	
Illinois Central Railway .....	Le Mars.....	Sioux City.....	25.20	
Sioux City Bridge Co.....	Bridge across Mo. River and	Tracks at Sioux City .....	3.90	
Sioux City & Pacific Railway.....	Sioux City.....	Sioux City Bridge and tka..	.50	68.59
	Total.....			1439.59

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECTS GENERAL BALANCE SHEET.

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or territory.
Menominee Ry.....	Transportation of passengers and freight...	Owned .....	Wisconsin.
Sault Ste. Marie & S. N. Ry.....	Transportation of passengers and freight...	Owned .....	Wisconsin.
Land grants.....	.....	Owned .....	Wisconsin.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate per cent.	Amount.
Capital stock:						
Common.....	300000	\$100	\$30000000	\$21403293	.....	.....
Preferred.....	200000	100	20000000	12646833	6½	\$731692
Total.....	500000	\$100	\$50000000	\$34050126	.....	\$731692

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	Total cash realized.
Issued for cash:		
Common .....	53463	\$2255864
Preferred.....	20466	2058853
Issued for reorganization:		
Common .....	69331	.....
Preferred.....	29333	.....
Issued for purchase:		
Common .....	62800	.....
Preferred.....	62800	.....
Issued and on hand:		
Common .....	28439	.....
Preferred.....	13869	.....
Total.....	340501	\$4314717

## EXPLANATORY REMARKS.

The Chicago, St. Paul and Minneapolis Railway, and the Northern Wisconsin Railway Company were consolidated May 25, 1880, under the title of The Chicago, St. Paul, Minneapolis & Omaha Railway Company. The last named company's stock was issued in exchange for the stock of the first named two companies, at the rate of  $1\frac{1}{3}$  shares C., St. P., M. & O. stock for one share of the other company's stock.

The capital stock of the two companies consolidated was as follows:

Chicago, St. Paul & Minneapolis Railway Company:

Common.....\$4000000

Preferred ..... 1000000

Northern Wisconsin Railway Company:

Common ..... 1200000

Preferred ..... 1200000

The Chicago, St. Paul, Minneapolis & Omaha Railway Company purchased the St. Paul & Sioux City railroad, paying for the same by exchanging its stock for that of the last named company, share for share as follows:

Common.....\$6280000

Preferred ..... 6280000

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate per cent.	When payable.	Amount accrued during year.	Amount paid during year.
	Date of issue.	When due.								
First mortgage .....	1878	1918	\$300,000	\$300,000	\$300,000	Assumed with road	6	May 1 and Nov. 1 .....	\$180,000	\$182,460
First mortgage .....	1880	1920	800,000	800,000	800,000	Assumed with road	6	Jan. 1 and July 1 .....	480,000	501,000
First mortgage .....	1878	1908	125,000	125,000	125,000	Assumed with road	8	Jan. 1 and July 1 .....	100,000	104,000
First mortgage .....	1878	1919	607,000	607,000	607,000	Assumed with road	6	April 1 and Oct. 1 .....	364,200	364,770
First mortgage .....	1878	1908	334,800	334,800	334,800	Assumed with road	7	Jan. 1 and July 1 .....	254,380	255,550
Consolidated mortgage .....	1880	1930	300,000 00	378,037 5	96,826 25	Assumed with road	8	June 1 and Dec. 1 .....	80,780	81,090
Consolidated mortgage .....	1880	1930	300,000 00	378,037 5	* 87,803 75	Assumed with road	8	June 1 and Dec. 1 .....	80,780	81,090
Grand total .....			\$1,032,800	\$2,405,980	\$2,374,280				\$1,430,116	\$1,441,786

In addition to above this company guarantees \$75,000, or one half of the bonds of the Minneapolis Eastern Railway, and \$400,000 first mortgage bonds S. S. M. & S. C. Ry.

\* Issued in exchange for C., St. P. & M. land grant and equipment bonds.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$24059800	\$23742800	\$1430416	\$1441786

CURRENT ASSETS AND LIABILITIES.

<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>		<i>Current Liabilities Accrued to and Including June 30, 1892.</i>	
Cash.....	\$1132195	Audited vouchers and accounts.....	\$418406
Bills receivable .....	772	Wages and salaries .....	284504
Due from agents .....	275788	Dividends not called for .....	394337
Net traffic balances due from other companies.....	96015	Matured interest coupons unpaid (including coupons due July 1).....	71646
Due from solvent companies and individuals.....	980349	Rentals due July 1.....	8132
Other cash assets (excluding "materials and supplies"*) .....	51182	Balance—Cash assets.....	1359276
Total .....	\$2536302	Total .....	\$2536302

\* Materials and supplies on hand, \$775882.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$34050126	\$34050126	.....	1356.38	\$25103
Bonds.....	23742800	23742800	.....	1356.38	17504
Total.....	\$57792926	\$57792926	.....	1356.38	42608

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago, St. Paul, Minneapolis & Omaha Railway.....	\$34050126	\$23742800	\$1177025	\$58969952	1356.38	\$43475
Superior Short Line Railway.....	500	.....	488276	488776	8.28	59030
Superior Short Line Railway of Minn.....	600	.....	412213	412813	2.60	158774
Ean Claire Railway.....	50000	.....	.....	50000	2.74	18248
Total.....	\$34101226	\$23742800	\$2077515	\$59921542	1370.00	\$43738



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Not included in operating expenses.			
Construction.							
Right of way.....			\$54244				
Fences, etc.....			35530				
Grading, bridge and culvert masonry, bridges, trestles.....			112981				
Buildings, furniture, and fixtures.....			106287				
Shop machinery and tools.....			10136				
Engineering expenses.....			1733				
Telegraph line.....			109872				
Sidings and yard extensions.....			143315				
Terminal facilities and elevators.....			98				
Other items.....			24895				
Total construction.....			\$379331				
Equipment:							
Locomotives.....			\$137950				
Combination cars.....			9002				
Freight cars.....			598819				
Other cars of all classes.....			11199				
Total equipment.....			\$756972				
Grand total cost construction, equipment, etc.....			\$1136903		\$58491231	\$59627535	\$43960
Total cost construction, equipment, etc., state of Nebraska, proportional on mileage basis.....						11511132	43960

It is impossible to give details of total cost to June 30, 1892.

## INCOME ACCOUNT.

Gross earnings from operation .....	\$8850691	
Less operating expenses .....	5712711	
	<hr/>	
Income from operation .....		\$3137980
Dividends on stocks owned.....	\$4200	
Interest on bonds owned.....	8000	
Miscellaneous income, less expenses .....	674609	
	<hr/>	
Income from other sources .....		686809
		<hr/>
Total income .....		\$3824789
Deductions from income:		
Interest on funded debt accrued.....	\$1430416	
Taxes .....	324180	
	<hr/>	
Total deductions from income .....		1754596
		<hr/>
Net income.....		\$2070192
Dividends, 6½ per cent, preferred stock....	\$731692	
Loss in operating Menominee Ry.....	10814	
Loss in operating S., S. W., M. & S. W...	13873	
	<hr/>	
Total .....		\$756380
Surplus from operations of year ending June 30, 1892,		1313812
Surplus on June 30, 1891 .....		6744327
		<hr/>
Surplus on June 30, 1892 .....		\$8058139

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$223981		
Tickets redeemed .....		\$45	
Excess fares refunded .....		131	
Other repayments .....		1114	
Total deductions .....		\$1291	
Total passenger revenue .....			\$222690
Mail .....			24631
Express .....			11106
Extra baggage and storage, etc. ....			5030
Total passenger earnings .....			\$263458
<b>Freight:</b>			
Freight revenue .....	\$622659		
Overcharge to shippers .....		\$4697	
Other repayments .....		259	
Total deductions .....		\$4957	
Total freight revenue .....			\$617702
Other items .....			105
Total freight earnings .....			\$617807
Total passenger and freight earnings .....			\$881266
<b>Other earnings from operation:</b>			
Switching charges—balance .....		\$24196	
Rents from tracks, yards, and terminals .....			\$57964
Rents not otherwise provided for .....			4704
Total, other earnings .....			38471
Total gross earnings from operation—Nebraska .....			\$919737
Total gross earnings from operation—entire line .....			\$8850691

SIXTH ANNUAL REPORT OF THE  
STOCKS OWNED.

NAME.	Total par value.	Rate per cent.	Income or dividend received.	Valuation.
St. Paul Union Depot Co.'s stock.....	\$70000	6	\$4200	\$109700
Minn. Transfer's Ry. stock .....	7000			
Lake Superior Ter. & Trfr. Co.'s stock .....	15700			
Minneapolis Eastern R. Co.'s stock .....	15000			
Sioux City Bridge Co.'s stock .....	287400	.....	.....	4230819
C., St. P., M. & O. capital stock .....	4230819			
Total.....	\$4625919		\$4200	\$4340519

These stocks are held by this company for the purpose of control and have no marketable value.

BONDS OWNED.

NAME.	Total par value.	Rate per cent.	Income or dividend received.	Valuation.
Minn. Transfer Ry, first mortgage.....	\$112000	5	\$5500	\$112000
S. S., M. & Sw. Ry., first mortgage.....	50000	5	2500	50000
C., St. P., M. & O., consolidated mortgage bonds,	317000	.....	.....	317000
Total .....	\$497000		\$8000	\$497000

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:			
Omaha to Blair .....	F., E. & M. V. Ry,.....	\$21338	\$57364
Sioux City to Norfolk.....	O. & R. V. R. R.....	35425	
Rice's Point to Duluth.....	E. Ry. of Minn.....	600	
Total .....	.....	.....	
Terminals:			
Worthington.....	B., C. R. & N. Ry.....	\$418	2054
Elmore.....	C. & N. W. Ry.....	435	
Omaha.....	Mo. Pac. Ry.....	1200	
Total.....	.....	.....	2054
Grand total rents received.....	.....	.....	\$59418

## MISCELLANEOUS INCOME.

Land grants (net proceeds of sale).....	\$661809
Interest and exchange.. .....	12799
Total.....	<u>\$674609</u>

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total
Maintenance of way and structures:			
Repairs of roadway.....	\$266542	\$469152	\$735695
Renewals of rails.....	63054	110984	174038
Renewals of ties.....	74535	131194	205728
Repairs of bridges and culverts,	114410	201379	315789
Repairs of fences, road crossings, signs, and cattle guards.....	10957	19287	30245
Repairs of buildings.....	38755	68215	106970
Repairs of docks and wharfs.....	44	79	124
Repairs of telegraph.....	5820	10245	16066
Total.....	<u>\$574121</u>	<u>\$1010536</u>	<u>\$1584658</u>
Maintenance of equipment:			
Repairs and renewals of locomo- tives.....	\$63051	\$241906	\$304957
Repairs and renewals of passen- ger cars .....	90717	.....	90717
Repairs and renewals of freight cars.....	.....	508377	508377
Shop machinery, tools, etc.....	15407	27118	42526
Total .....	<u>\$169176</u>	<u>\$777402</u>	<u>\$946578</u>
Conducting transportation :			
Wages of enginemen, firemen and roundhousemen .....	\$190450	\$335220	\$525671
Fuel for locomotives.....	274607	483348	757955
Water supply for locomotives....	12675	22310	34986
All other supplies for locomotives,	8572	15088	23660

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Wages of other trainmen.....	\$113266	\$288449	\$401716
All other train supplies.....	28029	24815	52844
Wages of switchmen, flagmen, and watchmen.....	61434	108133	169567
Expense of telegraph, including train dispatchers and operators,	34488	60704	95192
Wages of station agents, clerks, and laborers.....	158446	278887	437333
Station supplies.....	9504	16729	26234
Car mileage—balance.....	*52858	28431	24426
Loss and damage.....	6078	23447	29525
Injuries to persons.....	27125	22701	49826
Total .....	<u>\$977536</u>	<u>\$1651404</u>	<u>\$2628940</u>
General expenses :			
Salaries of officers.....	\$28363	\$49923	\$78286
Salaries of clerks .....	33168	58381	91550
General office expenses and sup- plies .....	10759	18939	29699
Agencies, including salaries and rent.....	20527	36131	56659
Advertising .....	3484	6133	9617
Commissions .....	15026	.....	15026
Insurance.....	8143	14333	22477
Expense of fast freight lines ....	.....	1335	1335
Expense of traffic associations ...	6701	11795	18497
Expense of stock yards and ele- vators .....	.....	33842	33842
Rents for tracks, yards and termi- nals .....	34678	61039	95717
Rents not otherwise provided for,	5432	9562	14995
Legal expenses.....	12705	22362	35068
Stationery and printing .....	18028	31731	49759
Total.....	<u>\$197020</u>	<u>\$355512</u>	<u>\$552533</u>

\* Credit balance.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses:			
Maintenance of way and structures.....	\$574121	\$1010536	\$1584658
Maintenance of equipment.....	169176	777402	946578
Conducting transportation.....	971536	1651404	2628940
General expenses.....	197020	355512	552533
Grand total .....	\$1917855	\$3794855	\$5712711
Percentage of expenses to earnings,			
entire line .....	79.82	59.68	64.55
Operating expenses, state of Nebraska:			
Maintenance of way and structures.....	\$70032	\$135945	\$205978
Maintenance of equipment.....	30718	59630	90349
Conducting transportation.....	90245	175183	265428
General expenses.....	15267	29637	44904
Total.....	\$206265	\$400396	\$606661
Percentage of expenses to earnings,			
Nebraska .....	78.29	64.81	65.96

RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:			
St. Paul to Mpls.....	G. N. Ry. Co.....	\$23920	
Le Mars to Sioux City.....	Ills. Cent. R. R. Co.....	12309	
Mpls. to Merriam Junction.....	M. & St. L. Ry. Co.....	13144	
Total .....	.....	.....	\$49374
Terminals:			
St. Paul Union Depot .....	St. P. U. D. Co.....	\$9131	
Mpls. Union Depot.....	Mpls. Union Ry Co.....	37211	
Total .....	.....	.....	46343
Grand total rents .....	.....	.....	\$95717

SIXTH ANNUAL REPORT OF THE  
COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR END- ING JUNE 30, 1892.
ASSETS.			
Total.		Total.	Increase.
\$58491231	{ Cost of road ..... }	\$59627535	\$1136303
4340486	{ Cost of equipment } .....	4340519	33
160000	Stocks of other companies owned.....	479000	319000
2040430	Bonds of other companies owned.....	2536302	495871
	Cash and current assets.....		
748890	Other assets:	775882	26992
	Materials and supplies.....		
\$65781039	Grand total.....	\$67759240	\$1978201
JUNE 30, 1891.		JUNE 30, 1892.	YEAR END- ING JUNE 30, 1892.
LIABILITIES.			
Total.		Total.	Increase.
\$34050126	Capital stock .....	\$34050126	.....
23742800	Funded debt .....	24059800	\$317000
869324	Current liabilities.....	1177025	307701
191448	Accrued interest on funded debt not yet payable.....	191448	.....
183012	Accrued taxes not yet due .....	222700	39687
6744327	Profit and loss .....	8058139	1313812
\$65781039	Grand total.....	\$67759240	\$1978201



**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.****EXPRESS COMPANIES.**

**Wells, Fargo & Co.'s Express.**—The railway company to provide on each of its passenger trains running in the state of Nebraska sufficient facilities for the transportation of all freight and express matter, and to transport free all messengers, safes and contents, empty packing trunks, and bullion bags, also the officers, agents, or employes when traveling on business for the express company. The express company to pay fifteen cents per mile per day for each day regular passenger trains are run over the lines of railway in Nebraska, less ten per cent of the gross amount due each month, said deduction being a compensation to the express company for the transportation and delivery of all letters, packages, and goods of the railway company sent or delivered on the lines of its road, or over lines of railroad operated by the express company. The express company to have the right to carry an average weight over the road in Nebraska of 5,000 pounds per day, and for any excess over 5,000 pounds daily at the rate of thirty cents per 100 pounds, less ten per cent as above.

**MAILS.**

This company carries United States mail. Compensation fixed by United States Post Office Department. No contracts.

**SLEEPING CARS.**

The Pullman Palace Car Company runs sleeping cars on this company's railway, the railway company paying the car company three cents per car per mile run.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage Bonds .....	Elroy.....	Lake St. Croix.....	177.62	17698 18
	Merrillan .....	Marshfield .....	37.04	17698 18
	Hudson.....	River Falls.....	12.30	17698 18
	East St. Paul.....	Stillwater and Lake St. Croix.....	20.96	17698 18
	South Stillwater..	Lake St. Croix .....	5.00	17698 18
	N. Wis. Junction .	Bayfield .....	178.38	17698 18
	Eau Claire ..	Chicago Junction..	79.72	17698 18
	Superior Junction.	Superior. ....	60.43	17698 18
	St. Paul .....	Le Mars.....	246.00	17698 18
	Lake Crystal.....	Elmore .....	44.00	17698 18
	Heron Lake.....	Pipestone .....	56.90	17698 18
	Worthington.....	Salem .....	98 00	17698 18
	Luverne .....	Doon .....	28.00	17698 18
	Omaha.....	Coburn Junction .....	115.00	17698 18
	Covington.....	Ponca .....	26.00	17698 18
	Emerson.....	Norfolk.....	46.16	17698 18
	Wakefield.....	Hartington .....	33.76	17698 18
	River Falls.....	Ellsworth.....	13.00	17698 18
	Ashland Junction.	Ashland .....	5.66	17698 18
	Salem.....	Mitchell. ....	32.80	17698 18
	Wayne.....	Randolph.....	21.63	17698 18
	Randolph .....	Bloomfield .....	21.09	17698 18
Whole road and equipment.				

## EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Av. daily compensation.
General officers .....	1	313	\$3000 00	\$9 58
General office clerks .....	3	939	2697 16	2 87
Station agents.....	34	10642	21614 36	2 03
Other station men .....	83	25979	45477 95	1 75
Enginemen .....	29	9077	32907 11	3 63
Firemen .....	29	9077	19784 84	2 18
Conductors.....	19	5947	20832 46	3 50
Other trainmen .....	39	12207	25821 21	2 12
Machinists .....	5	1565	3844 65	2 46
Carpenters .....	47	14711	31714 91	2 16
Other shopmen .....	3	939	2380 50	2 54
Section foremen and roadmasters.....	50	15650	28095 00	1 80
Other trackmen .....	218	68234	91467 74	1 38
Switchmen, flagmen, and watchmen.....	19	5947	14858 86	2 50
Telegraph operators and dispatchers.....	23	7199	16006 35	2 22
All other employes and laborers .....	57	17841	32198 27	1 80
Total (including "general officers")—Nebraska .....	659	206267	\$395701 37	\$1 92
Less "general officers" .....	1	313	3000 00	9 58
Total (excluding "general officers")—Nebraska .....	658	205954	\$392701 37	\$1 91
Total (including "general officers")—entire line .....	5225	1635425	\$3336722 84	\$2 04

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA—PROPORTIONAL.

## Passenger traffic:

Number of passengers carried earning revenue, 192697.

Number of passengers carried one mile, 8833405.

Average distance carried, 45.84 miles.

Total passenger revenue, \$222690.15.

Average amount received from each passenger, \$1.15565.

Average receipts per passenger per mile, \$2.52100.

Estimated cost of carrying each passenger one mile, \$2.32100

Total passenger earnings, \$263458.27

Passenger earnings per mile of road, \$998.14.

Passenger earnings per train mile, \$1.13873.

**Freight traffic:**

Number of tons carried of freight earning revenue, 330165.

Number of tons carried one mile, 55349671.

Average distance haul of one ton, 167.70 miles.

Total freight revenue, \$617702.33.

Average amount received for each ton of freight, \$1.87089

Average receipts per ton per mile, \$0.01116.

Estimated cost of carrying one ton one mile, \$0.00667.

Total freight earnings, \$617807.81.

Freight earnings per mile of road, \$2340.62.

Freight earnings per train mile, \$1.34875.

**Passenger and freight:**

Passenger and freight revenue, \$840392.48.

Passenger and freight revenue per mile of road, \$3183.91.

Passenger and freight earnings, \$881266.08.

Passenger and freight earnings per mile of road, \$3338.76.

Gross earnings from operation, \$919737.69.

Gross earnings from operation per mile of road, \$3484.51.

Expenses, \$606661.88.

Expenses per mile of road, \$2298.40.

**Train mileage:**

Miles run by passenger trains, 173715.

Miles run by freight trains, 285124.

Miles run by mixed trains, 230583.

Total mileage trains earning revenue, 689422.

Miles run by switching locomotives, 137740.

Miles run by construction and other trains, 336044.

Grand total train mileage, 863206.

Mileage of loaded freight cars—north or east, 1852693.

Mileage of loaded freight cars—south or west, 2091267.

Mileage of empty freight cars—north or east, 957156.

Mileage of empty freight cars—south or west, 506841.

Average number of freight cars in train, 10.48.

Average number of loaded cars in train, 7.65.

Average number of empty cars in train, 2.83.

Average number of tons of freight in train, 162.88.

Average number of tons of freight in each loaded car, 10.80.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 1802792.  
Number of passengers carried one mile, 82647965.  
Average distance carried, 45.84 miles.  
Total passenger revenue, \$2083396.51.  
Average amount received from each passenger, \$1.15565.  
Average receipts per passenger per mile, \$0.02521.  
Estimated cost of carrying each passenger one mile, \$0.02321.  
Total passenger earnings, \$2402579.56.  
Passenger earnings per mile of road, \$1668.93.  
Passenger earnings per train mile, \$1.21023.

Freight traffic:

Number of tons carried of freight earning revenue, 3393595.  
Number of tons carried one mile, 569106907.  
Average distance haul of one ton, 167.70 miles.  
Total freight revenue, \$6349057.29.  
Average amount received for each ton of freight, \$1.87089.  
Average receipts per ton per mile, \$0.01116.  
Estimated cost of carrying one ton one mile, \$0.00667.  
Total freight earnings, \$6358869.25.  
Freight earnings per mile of road, \$4417.14.  
Freight earnings per train mile, \$1.81993.

Passenger and freight:

Passenger and freight revenue, \$8432453.80.  
Passenger and freight revenue per mile of road, \$5857.54.  
Passenger and freight earnings, \$8761448.81.  
Passenger and freight earnings per mile of road, \$6086.07.  
Gross earnings from operation, \$8850691.46.  
Gross earnings from operation per mile of road, \$6148.06.  
Expenses, \$5712711.05.  
Expenses per mile of road, \$3968.29.

Train mileage:

Miles run by passenger trains, 1870626.  
Miles run by freight trains, 3150226.  
Miles run by mixed trains, 458381.

Total mileage trains earning revenue, 5479233.

Miles run by switching locomotives, 1458808.

Miles run by construction and other trains, 265715.

Grand total train mileage, 7203756.

Mileage of loaded freight cars—north or east, 26261474.

Mileage of loaded freight cars—south or west, 26449178.

Mileage of empty freight cars—north or east, 7313077.

Mileage of empty freight cars—south or west, 6894702.

Average number of freight cars in train, 18.54.

Average number of loaded cars in train, 14.61.

Average number of empty cars in train, 3.93.

Average number of tons of freight in train, 162.88.

Average number of tons of freight in each loaded car, 10.80.

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	104719	252	104971	36.31
Flour.....	1467	1515	2982	1.03
Other mill products.....	1147	150	1297	.45
Hay.....	2157	177	2334	.81
Fruit and vegetables.....	2604	291	2895	1.00
Products of animals:				
Live stock.....	66817	1886	68703	23.78
Dressed meats.....	5317	41	5358	1.86
Other packing-house products.....	2507	10	2517	.87
Poultry, game, and fish.....	387	.....	387	.13
Wool.....	123	.....	123	.04
Hides and leather.....	77	184	261	.09
Products of mines:				
Anthracite coal.....	303	2759	3062	1.06
Bituminous coal.....	6730	7206	13936	4.82
Coke.....	387	325	712	.24
Ores.....	213	1137	1350	.46
Stone, sand, and other like articles.....	4766	885	5651	1.96
Products of forest:				
Lumber.....	9997	7224	17221	5.95
Manufactures:				
Petroleum and other oils.....	421	13	434	.15
Sugar.....	131	.....	131	.05
Iron, pig, and bloom.....	14	.....	14	.01
Iron and steel rails.....	72	15	87	.03
Other castings and machinery.....	150	367	517	.18
Bar and sheet metal.....	267	115	382	.13
Cement, brick, and lime.....	4207	948	5155	1.78
Agricultural implements.....	1007	794	1801	.62
Wagons, carriages, tools, etc.....	121	314	435	.15
Wines, liquors and beers.....	732	349	1081	.37
Household goods and furniture.....	3059	656	3715	1.29
Merchandise.....	21411	3455	24866	8.60
Miscellaneous: Other commodities not men- tioned above.....	13036	3661	16697	5.78
Total tonnage—Nebraska.....	254346	34729	289075	100.00
Total tonnage—entire line.....	2647344	707377	3354721	.....

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives :</b>						
Passenger.....		57	57	Westinghouse ...		
Freight.....	12	169	157	Westinghouse ...		
			6	American steam		
			1	New York.....		
Switching .....	3	32	21	American steam		
			1	Eames Vacuum		
			8	Westinghouse ...		
Total locomotives.....	15	258	251			
<b>Cars in passenger service :</b>						
First-class passenger cars.....		63	63	Westinghouse ...	63	Miller.
Second-class passenger cars.....		25	25	Westinghouse ...	25	Miller.
Combination passenger cars.....	2	21	21	Westinghouse ...	21	Miller.
Dining cars .....		2	2	Westinghouse ...	2	Miller.
Parlor cars .....		4	4	Westinghouse ...	4	Miller.
Baggage, express, and postal cars .....		54	54	Westinghouse ...	54	Miller.
Other cars in passenger service .....		2	2	Westinghouse ...	2	Miller.
Total.....	2	171	171	Westinghouse ...	171	Miller
<b>Cars in freight service :</b>						
Box cars .....	1000	5999	2445	Westinghouse ...	2445	M. C. B.
Flat cars.....		1224	102	Westinghouse ...	102	M. C. B.
Stock cars.....		393	22	Westinghouse ...	22	M. C. B.
Coal cars.....		934	238	Westinghouse ...	238	M. C. B.
Refrigerator cars.....		60	26	Westinghouse ...	26	M. C. B.
Other cars.....	73	100	100	Westinghouse ...	100	M. C. B.
Total .....	1073	8710	2933	Westinghouse ...	2933	M. C. B.
<b>Cars in company's service:</b>						
Derrick cars.....	3	7				
Caboose cars.....	19	127				
Other road cars.....	29	48				
Rotary steam shovel.....		1				
Total.....	51	183				
<b>Cars contributed to fast freight line service .....</b>		462				
Total cars owned .....	1126	9526	3104		3104	
Grand total cars.....	1126	9526	3104		3104	



MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track.....	882.31	474.07	13.62	69.59	1439.59	.....	139.35	1800.24
Miles of second track.....	23.70	.....	.....	.....	23.70	.....	.....	23.70
Miles of yard track and sidings.....	.....	355.66	.....	.....	355.66	23.61	*	*
Total mileage operated (all tracks)	906.01	829.73	13.62	69.59	1818.95	23.61	139.35	1823.94

\* No report.

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
I. Mileage operated by road making this report:							
Minnesota.....	205.23	159.52	2.60	367.35	38.40	60.27	45.48
Wisconsin.....	497.85	69.18	11.02	578.85	1.59	.99	578.65
Iowa.....	57.11	17.44	.....	74.55	27.50	18.88	88.67
South Dakota.....	.....	88.20	.....	88.20	.....	26.10	62.10
Nebraska.....	122.12	139.78	.....	261.85	2.10	33.61	228.34
Total mileage operated (single track)...	882.31	474.07	13.62	1370.00	69.59	139.35	1800.24
II. Mileage owned by road making this report:							
Minnesota.....	205.23	159.52	.....	364.75	.....	60.27	304.48
Wisconsin.....	497.85	69.18	.....	567.03	.....	.99	566.04
Iowa.....	57.11	17.44	.....	74.55	.....	18.88	56.17
South Dakota.....	.....	88.20	.....	88.20	.....	26.10	62.10
Nebraska.....	122.12	139.78	.....	261.85	.....	33.61	228.24
Total mileage owned (single track)...	882.31	474.07	.....	1356.38	.....	139.35	1217.03

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel.....	876.58	65 pounds.	\$32 15

SIXTH ANNUAL REPORT OF THE  
NEW TIES LAID DURING YEAR.

Kind.	Number	Average price at distributing point.
White oak .....	79078	\$0 60
Elm.....	40	28½
Tamarack .....	298	27
Second-hand oak.....	331	40
Culls .....	2079	30
Total.....	81826	58½

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bitumi- nous coal.	Cords of soft wood.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	8455	128	8519	231825	65.08
Freight.....	15037	257	15166	459315	66.04
Switching.....	4518	61	4548	137740	66.04
Construction.....	1122	36	1140	36044	63.26
Total.....	29132	482	29373	894924	65.64
Average cost at distributing point.....	\$2 75	\$0 93½	.....	.....	.....

TELEGRAPH.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF  
ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
25969	80732	Western Union Telegraph Company.	Western Union Telegraph Company.

# ANNUAL REPORT

## OF THE

### FREMONT, ELKHORN & MISSOURI VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

#### HISTORY.

Name of common carrier making this report? Fremont, Elkhorn & Missouri Valley Railroad Company.

Date of organization? Articles dated January 20, 1869.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of state of Nebraska.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Wyoming Central Railway Company. Organized under general law of Wyoming. Consolidated as below.

Date and authority for each consolidation? June 4, 1891. Wyoming Central Railway Company, Wyoming, act Wyoming, February, 27, 1890, with Fremont, Elkhorn & Missouri Valley Railway Company. Nebraska, sec. 114, chap. 16, Laws of Nebraska. The property and franchises of other companies have been acquired by the Fremont, Elkhorn & Missouri Valley Railway Company by purchases as follows:

Date of organization.	Companies.	Date of purchase.	Authority for purchase.
February 14, 1890	So. Dakota W. Ry Co., S. Dakota.....	June 4, 1891.....	Act of Dakota Ty., March 9, 1883.
August 11, 1890...	E. Wyoming Ry. Co.....	June 4, 1891.....	Act of Wyoming. February 27, 1890.

## ORGANIZATION.

## NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marvin Hughitt, Chicago, Ill., May, 1893.

Albert Keep, Chicago, Ill., May, 1893.

N. L. Sykes, New York, N. Y., May, 1893.

M. M. Kirkman, Chicago, Ill., May, 1893.

J. B. Redfield, Chicago, Ill., May, 1893.

Horace Williams, Clinton, Ia., May, 1893.

David P. Kimball, Boston, Mass., May, 1893.

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? May 20, 1892.

Give post-office address of general office. Chicago, Ill., and Omaha, Neb.

Give post-office address of operating office. Omaha, Neb.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.

First Vice President, Albert Keep, Chicago, Ill.

Secretary—J. B. Redfield, Chicago, Ill.

Treasurer—M. M. Kirkman, Chicago, Ill.

General Counsel—William C. Goudy, Chicago, Ill.

General Attorney—John G. Hawley, Omaha, Neb.

Comptroller—M. M. Kirkman, Chicago, Ill.

Auditor—J. B. Redfield, Chicago, Ill.

General Manager—Horace G. Burt, Omaha, Neb.

Chief Engineer—J. E. Ainsworth, Omaha, Neb.

General Superintendent—Chas. C. Hughes, Omaha, Neb.

Division Superintendent—Henry C. Mahana, Fremont, Neb.

Division Superintendent—Charles H. Reynolds, Norfolk, Neb.

Division Superintendent—Edmund C. Harris, Chadron, Neb.

Superintendent of Telegraph—Wm. P. McFarland, Missouri Valley, Ia.

General Freight Agent—Kingsley C. Morehouse, Omaha, Neb.

General Passenger Agent—John R. Buchanan, Omaha, Neb.

General Baggage Agent—Oliver W. Whitlesey, Missouri Valley, Ia.

Land Commissioner—Charles E. Simmons, Chicago, Ill.

PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Fremont, Elkhorn & Missouri Valley R. R.....	Omaha, Neb.....	Casper, Wyo .....	627.68	627.68
Total main line represented by capital stock .....				
Fremont, Elkhorn & Missouri Valley R. R. ....	Fremont .....	Hastings .....	127.26	
	Linwood.....	Kansas state line beyond Superior .....	124.14	
	Junction near Scribner...	Oakdale (via Albion).....	113.91	
	Platt River .....	Lincoln.....	45.11	
	Norfolk Junction.....	Verdigre .....	54.04	
	Dakota Junction .....	Pine St. Deadwood.....	144.88	
	Whitewood .....	Belle Fourche .....	21.19	
	Buffalo Gap.....	Hot Springs.....	14.12	
	Ironington .....	South Omaha .....	10.36	
	Pine St. Deadwood .....	Ruby Basin.....	11.27	
	Portland Junction.....	Portland, Mine . ....	2.40	
	Branches to mines off Ru	by Basin Line .....	2.55	
	Branches to mines off Por	tland Mine Line.....	1.62	
Total branch lines represented by capital stock .....				672.85
Sioux City & Pacific R. R.....	Fremont .....	Missouri Valley .....	37.61	
Chicago, St. Paul, Minneapolis & Omaha Ry.....	Omaha .....	Blair .....	24.70	62.31
Total lines operated under trackage rights.....				
Total mileage operated .....				1362.84

New extensions of the road have been put in operation this year as follows:

	Miles.
October, 1891, Second street, Deadwood, to Pine street, Deadwood.....	.12
October, 1891, Pine street, Deadwood, to Ruby Basin .....	11.27
October, 1891, Portland Junction to Portland mine .....	2.40
October, 1891, Branches to mines off Ruby Basin line.....	2.55
October, 1891, Branches to mines off Portland mine line.....	1.62
	<hr/> 17.96

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value author- ized.	Total amount issued and outstanding.
Capital stock: Common.....	400000	\$100	\$40000000	\$30370000

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total num- ber of shares issued.	Total cash realized.	REMARKS.
Issued for cash: Common .....	6900	\$690000	
Issued for construction: Common .....	270600	.....	Issued at par for con- struction purposes.
Issued for property acquired: Common .....	26200	.....	In exchange for 26200 shares of Wyoming Central Ry. Co. stock by terms of consolida- tion.
Total .....	303700	.....	

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate per cent.	When payable.	Amount accrued during year.	Amount paid during year.
Consolidated six per cent .....	Oct. 1, 1880.	Oct. 1, 1933.	} \$20,000 per mile of constructed road {	\$18400000	\$18400000	6	April and October 1 ...	\$890500	\$890410
Wyoming Central Ry., first mortgage.	Apr. 15, 1886.	Aug. 15, 1926.		15400000	15400000	5	Feb. 15 and August 15	61600	61600
Wyoming Central Ry., first mortgage.	July 15, 1887.	Aug. 15, 1926.		10200000	10200000	5	Feb. 15 and August 15	40800	40800
Grand total.....	.....	.....	.....	\$20960000	\$20960000	.....	.....	\$992900	\$992810





RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$20960000	\$2996000	\$992900	\$992810
Miscellaneous obligations.....	519000	159000	11280	11970
Total.....	\$21479000	\$21119000	\$1004180	\$1004780

CURRENT ASSETS AND LIABILITIES.

<i>Current Liabilities Accrued to and Including June 30, 1890.</i>	
Balance—current liabilities.....	\$2160
Matured interest coupons unpaid (including coupons due July 1).....	\$2160
Total .....	\$2160

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTAND- ING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$30370000	\$30370000	.....	1300.53	\$23352 02
Bonds .....	20980000	20980000	.....	1300.53	16116 50
Equipment trust obligation .....	159000	159000	.....	1300.53	122 26
Total .....	\$51489000	\$51489000	.....	1300.53	\$39590 78

## B FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Fremont, Elkhorn & Missouri Valley Railroad .....	\$30370000	\$2119000	\$2160	\$51491160	1300.53	\$39592 44

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.	
	Included in oper- ating expenses.	Not included in operating expenses		Charged to income ac- count as permanent improve- ments.				Charged to construc- tion or equipment
Construction:								
Right of way.....					\$2100 78			
Fences.....					28354 09			
Grading and bridge and culvert masonry.....					280 40			
Buildings, furniture, and fixtures.....					5947 91			
Shop machinery and tools.....					2773 64			
Sidings and yard extensions.....					26313 34			
Road built by contract.....					385944 04			
Other items.....					3107 74			
Total construction.....					\$464821 94			
Equipment:								
Passenger cars.....					1350 86			
Freight cars.....					556558 26			
Total equipment.....					\$557908 92			
Grand total cost construction, equipment, etc.....					\$1022730 86	\$51676127 44	\$52898858 30	
Total cost construction, equipment, etc., state of Ne- braska—proportional.....					\$774748 92	\$39146197 31	\$39920946 23	
							\$40521 06	
							\$40521 06	

Details of total cost to June 30, 1892, cannot be given.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$3536226 16	
Less operating expenses .....	2163981 72	
	<hr/>	
Income from operation .....		\$1372284 44
		<hr/>
Total income .....		\$1372284 44
Deductions from income:		
Interest on funded debt accrued..	\$1004180 00	
Taxes .....	234531 02	
	<hr/>	
Total deductions from income .....		1238711 02
		<hr/>
Net income .....		\$133573 42
		<hr/>
Surplus from operations of year ending June 30, 1892,		\$133573 42
Surplus on June 30, 1891.....		1443302 52
		<hr/>
Surplus on June 30, 1892.....		\$1576875 94

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deduction, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$613387 68	.....	.....
Less repayments:			
Tickets redeemed.....	\$1594 41	.....	.....
Excess fares refunded .....	13573 68	.....	.....
Total deductions.....		\$15168 09	.....
Total passenger revenue.....			\$598219 59
Mail.....			112009 13
Express.....			63058 86
Extra baggage and storage. Total revenue less repayments .....	\$10475 85	\$4 00	10471 85
Other items, train and station privileges.....			14866 61
Total passenger earnings .....			\$785246 04
<b>Freight:</b>			
Freight revenue .....	\$2333681 70	.....	.....
Less repayments:			
Overcharge to shippers .....		\$17363 16	.....
Other repayments.....		78 90	.....
Total deductions.....		\$17442 06	.....
Total freight revenue.....			\$2316239 64
Other items. Total revenue storage and demurrage less repayments .....	\$1080 02	\$122 44	957 58
Total freight earnings.....			\$2317197 22
Total passenger and freight earnings, .....			\$3102443 26
<b>Other earnings from operation:</b>			
Car mileage—Balance.....			\$12007 89
Rents from tracks, yards and terminals .....			3934 56
Rentals not otherwise provided for .....			6293 63
Other sources.....			11 00
Total other earnings .....			\$22247 08
Total gross earnings from operation—Nebraska.....			\$3124690 34
Total gross earnings from operation—entire line.....			\$3536266 16

BONDS OWNED.

F., E. & M. V. R. R. Co. car trust bonds..... \$1000

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:			
Superior, Neb., to Kansas state line.....	Chic., Kan. W. R. R. Co.	\$3934 56	
O. Junct., Wyo., to Douglas, Wyo.	U. P., Denver & Gulf Ry. Co.....	2914 38	
Total.....			\$6848 94
Grand total rentals received...			\$6848 94

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway .....	\$102370	\$194355	\$296726
Renewal of rails .....	5129	9738	14867
Renewals of ties.....	26072	49500	75573
Repairs of bridges and culverts...	28169	53481	81651
Repairs of fences, road crossings, signs, and cattle guards.....	2898	5502	8401
Repairs of buildings.....	12796	24294	37091
Repairs of telegraph.....	1963	3728	5691
Total .....	\$179401	\$340602	\$520003
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$24615	\$92476	\$117091
Repairs and renewals of passenger cars.....	27161	.....	27161

NEBRASKA BOARD OF TRANSPORTATION.

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Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Repairs and renewals of freight cars.....	\$.....	\$98979	\$98979
Shop machinery, tools, etc.....	1413	2684	4098
Total .....	<u>\$53190</u>	<u>\$194140</u>	<u>\$247330</u>
Conducting transportation :			
Wages of enginemen, firemen, and roundhousemen.....	\$87770	\$166637	\$254407
Fuel for locomotives.....	135725	257681	393406
Water supply for locomotives....	4562	8662	13225
All other supplies for locomotives,	4523	8588	13111
Wages of other trainmen.....	46564	140635	187199
All other train supplies.....	10393	11149	21543
Wages of switchmen, flagmen, and watchmen .....	13531	25689	39220
Expense of telegraph, including train dispatchers and operators,	12899	24489	37389
Wages station agents, clerks, and laborers .....	64406	122279	186685
Station supplies.....	5176	9827	15003
Switching charges—balance.....		6856	6856
Loss and damage.....	267	13105	13372
Injuries to persons.....	6674	25400	32075
Total .....	<u>\$392495</u>	<u>\$821002</u>	<u>\$1213498</u>
General expenses :			
Salaries of officers.....	10460	19860	30320
Salaries of clerks.....	12817	24334	37151
General office expenses and sup- plies .....	7002	13294	20296
Agencies, including salaries and rent .....	6891	13083	19974
Advertising .....	1860	3533	5394
Commissions .....	41	968	1009
Insurance .....	9	18	28
Expense of traffic associations ...	1560	4542	6103

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total
Rents for tracks, yards, and terminals .....	\$9394	\$17835	\$27230
Rentals not otherwise provided for .....	2251	4274	6526
Legal expenses.....	4491	8527	13018
Stationery and printing.....	5525	10541	16094
Total .....	\$62334	\$120814	\$183148
Recapitulation of expenses:			
Maintenance of way and structures .....	\$179401	\$340602	\$520003
Maintenance of equipment.....	53190	194140	247330
Conducting transportation .....	392495	821002	1213498
General expenses.....	62334	120814	183148
Grand total .....	\$687422	\$1476559	\$2163981
Percentage of expenses to earnings, entire line .....	71.30	57.41	61.19
Operating expenses, state of Nebraska, (proportional on basis of miles of road):			
Maintenance of way and structures .....	\$136487	\$259128	\$395615
Maintenance of equipment.....	40467	147700	188167
Conducting transportation .....	298608	624613	923221
General expenses.....	47423	91914	139338
Total .....	\$522986	\$1123356	\$1646343
Percentage of proportional expenses to earnings, Nebraska.....	65.67	48.25	70.71



RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:			
Missouri Valley to Fremont.....	S. C. & P. R. R. Co.....	\$13487	
Omaha to Blair .....	Chicago, St. Paul, Minn. & O. Ry. Co.....	13742	
Total .....			\$27230

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
	ASSETS.			
Total.		Total.	Increase.	Decrease.
\$51676127	{ Cost of road .....	\$52698858	\$1022730	.....
.....	{ Cost of equipment } .....	1000	1000	.....
897068	Bonds owned.....	486437	.....	\$410630
519126	Chicago & Northwestern Ry. Co.....	.....	.....	519126
1000	Cash and current assets .....	.....	.....	.....
	Other assets:			
	Sundries, car trust bond on hand (included in "bonds owned above".....	.....	.....	1000
\$53093322	Grand total .....	\$55186295	92973	.....

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
	LIABILITIES.			
Total.		Total.	Increase.	Decrease.
\$30370000	Capital stock .....	\$30370000	.....	.....
21159000	Funded debt.....	21119000	.....	\$40000
2160	Current liabilities .....	2160	.....	.....
118860	Accrued interest on funded debt not yet payable	118260	.....	600
1443302	Profit and loss .....	1576875	\$133573	.....
\$53093322	Grand total .....	\$53186295	\$92973	.....

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Car trust bonds.....	None.	None.	.....	.....	{ 16 locomotives, 12 passenger cars, 590 freight cars.
Consolidated 6 per cent bonds on all roads except line in Wyoming	.....	.....	1170.07	\$15725 55	
Wyoming Central Railway, first mortgage....	Neb. State Line	Casper, Wyo.	130.46	19622 87	

## EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	9	\$33552	\$11 91
General office clerks.....	7	6000	2 74
Station agents .....	107	66900	2 00
Other station men .....	71	33090	1 48
Enginemen.....	85	113970	4 28
Firemen .....	93	72529	2 49
Conductors .....	61	68785	3 60
Other trainmen .....	133	86356	2 07
Machinists .....	15	12645	2 69
Carpenters .....	93	63515	2 18
Other shopmen .....	139	73698	1 69
Section foremen .....	158	77574	1 57
Other trackmen.....	259	106046	1 31
Switchmen, flagmen, and watchmen.....	42	28392	2 16
Telegraph operators and dispatchers .....	39	29361	2 41
All other employes and laborers .....	73	41877	1 83
Total (including "general officers")—Nebraska .....	1384	\$914298	\$2 11
Less "general officers" .....	9	33552	11 91
Total (excluding "general officers")—Nebraska .....	1375	\$880745	\$2 05
Distribution of above:			
General administration, estimated .....	16	\$39552	\$7 90
Maintenance of way and structures .....	540	265362	1 57
Maintenance of equipment.....	58	41411	2 28
Conducting transportation .....	770	567972	2 36
Total (including "general officers")—Nebraska.....	1384	\$914298	\$2 11
Less "general officers" .....	9	33552	11 91
Total (excluding "general officers")—Nebraska .....	1375	\$880745	\$2 05
Total (including "general officers")—entire line.. ..	1781	1157325	\$2 08

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE— STATE OF NEBRASKA.

### Passenger traffic:

Number of passengers carried earning revenue, 474378.  
Number of passengers carried one mile, 21874981.  
Average distance carried, 46.11 miles.  
Total passenger revenue, \$598219.59.  
Average amount received from each passenger, \$1.26106.  
Average receipts per passenger per mile, \$0.02735.  
Estimated cost of carrying each passenger one mile, \$0.02391.  
Total passenger earnings, \$785246.04.  
Passenger earnings per mile of road, \$757.35.  
Passenger earnings per train mile, \$0.94434.

### Freight traffic:

Number of tons carried of freight earning revenue, 1004662.  
Number of tons carried one mile, 152495103.  
Average distance haul of one ton, 152 miles.  
Total freight revenue, \$2136239.64.  
Average amount received for each ton of freight, \$2.12633.  
Average receipts per ton per mile, \$0.01401.  
Estimated cost of carrying one ton one mile, \$0.00737.  
Total freight earnings, \$2317197.22.  
Freight earnings per mile of road, \$2234.86.  
Freight earnings per train mile, \$1.55732.

### Passenger and freight:

Passenger and freight revenue, \$2734459.23.  
Passenger and freight revenue per mile of road, \$2637.30.  
Passenger and freight earnings, \$3102443.26.  
Passenger and freight earnings per mile of road, \$2992.20.  
Gross earnings from operation, \$3124690.34.  
Gross earnings from operation per mile of road, \$3013.67.  
Expenses—proportional on basis of miles of road, \$1646343.53.  
Expenses per mile of road, \$1587.85.

### Train mileage:

Miles run by passenger trains, 817124.  
Miles run by freight trains, 1444739.  
Miles run by mixed trains, 57604.  
Total mileage trains earning revenue, 2319467.

Miles run by switching trains, 379389.  
 Miles run by construction and other trains, 11207.  
 Grand total train mileage, 2710063.  
 Mileage loaded freight cars—north or east, 10021485.  
 Mileage loaded freight cars—south or west, 6950039.  
 Mileage empty freight cars—north or east, 3035801.  
 Mileage empty freight cars—south or west, 5774844.  
 Average number of freight cars in train, 17.16.  
 Average number of loaded cars in train, 11.30.  
 Average number of empty cars in train, 5.86.  
 Average number of tons of freight in train, 145.66.  
 Average number of tons freight in each loaded car, 12.9.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

### Passenger traffic:

Number of passengers carried earning revenue, 538506.  
 Number of passengers carried one mile, 24596125.  
 Average distance carried, 45.67 miles.  
 Total passenger revenue, \$714979.30.  
 Average amount received from each passenger, \$1.32771.  
 Average receipts per passenger per mile, \$0.02907.  
 Estimated cost of carrying each passenger one mile, \$0.02795.  
 Total passenger earnings, \$951410.09.  
 Passenger earnings per mile of road, \$698.11.  
 Passenger earnings per train mile, \$0.97784.

### Freight traffic:

Number of tons carried of freight earning revenue, 1036034.  
 Number of tons carried one mile, 170505396.  
 Average distance haul of one ton, 164.58 miles.  
 Total freight revenue, \$2558282.82.  
 Average amount received for each ton of freight, \$2.46930.  
 Average receipts per ton per mile, \$0.015.  
 Estimated cost of carrying one ton one mile, \$0.00866.  
 Total freight earnings, \$2559346.11.  
 Freight earnings per mile of road, \$1877.95.  
 Freight earnings per train mile, \$1.38413.

**Passenger and freight:**

Passenger and freight revenue, \$3273262.12.

Passenger and freight revenue per mile of road, \$2401.79.

Passenger and freight earnings, \$3510756.20.

Passenger and freight earnings per mile of road, \$2576.06.

Gross earnings from operation, \$3536266.16.

Gross earnings from operation per mile of road, \$2594.78.

Expenses, \$2163981.72.

Expenses per mile of road, \$1587.85.

**Train mileage:**

Miles run by passenger trains, 936986.

Miles run by freight trains, 1739673.

Miles run by mixed trains, 143928.

Total mileage trains earning revenue, 2820587.

Miles run by switching trains, 427139.

Miles run by construction and other trains, 16672.

Grand total train mileage, 3264398.

Mileage of loaded freight cars—north or east, 11178569.

Mileage of loaded freight cars—south or west, 8038350.

Mileage of empty freight cars—north or east, 3912513.

Mileage of empty freight cars—south or west, 6508587.

Average number of freight cars in train, 15.7.

Average number of loaded cars in train, 10.2.

Average number of empty cars in train, 5.5.

Average number of tons of freight in train, 90.5.

Average number of tons of freight in each loaded car, 8.9

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent
Products of agriculture:				
Grain.....	388257	3889	392146	44.11
Flour.....	11441	1462	12903	1.45
Other mill products.....	3235	241	3476	.39
Hay .....	28730	776	29506	3.32
Tobacco .....	1	12	13	.....
Fruit and vegetables.....	16818	1054	17872	2.01
Products of animals:				
Live stock.....	112422	8790	121212	13.63
Other packing house products.....	2094	237	2331	.26
Poultry, game, and fish.....	133	25	158	.02
Wool.....	49	.....	49	.01
Hides and leather.....	837	5	842	.10
Products of mines:				
Anthracite coal.....	3445	10193	13638	1.53
Bituminous coal.....	13991	66905	80896	9.10
Coke .....	158	757	915	.10
Ores.....	936	46	982	.11
Stone, sand, and other like articles.....	17488	1067	18555	2.09
Products of forests:				
Lumber .....	23349	47907	75256	8.46
Manufactures:				
Petroleum and other oils.....	1671	540	2211	.25
Sugar.....	.....	365	365	.04
Iron, pig, and bloom.....	270	99	369	.04
Iron and steel rails.....	16	146	162	.02
Other castings and machinery.....	1116	1036	2152	.24
Bar and sheet metal.....	116	340	456	.05
Cement, brick, and lime.....	9066	1370	10436	1.17
Agricultural implements.....	1443	2954	4397	.50
Wagons, carriages, tools, etc.....	944	2166	3110	.35
Wines, liquors, and beers.....	2987	2909	5896	.66
Household goods and furniture.....	8109	3710	11819	1.33
Merchandise.....	43889	17913	61802	6.95
Miscellaneous: Other commodities not men- tioned above.....	6294	8894	15188	1.71
Total tonnage—Nebraska.....	703305	185808	889113	100.00
Total tonnage—entire line.....	815101	220933	1036034	.....

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Passenger.....		19	19	Westinghouse		
Freight.....	1	64	64	Westinghouse		
Switching .....		8	8	Westinghouse		
Total.....	1	91	91			
<b>Cars in passenger service:</b>						
First class passenger cars..		32	32	Westinghouse	31	Miller.
Second class passenger cars .....		9	9	Westinghouse	9	Miller.
Combination passenger cars.....	1	5	5	Westinghouse	3	Miller.
Baggage, express, and postal cars .....		18	18	Westinghouse	18	Miller.
Total.....	1	64	64		61	
<b>Cars in freight service:</b>						
Box cars.....	955	2355	1218	Westinghouse	1327	Chicago.
Flat cars.....		385	10	Westinghouse	11	Chicago.
Stock cars .....		690			3	Chicago.
Coal cars.....		250			4	Chicago.
Refrigerator cars.....	150	200	200	Westinghouse	200	Chicago.
Other cars, ore cars .....	25	25	25	Westinghouse		
Total .....	1130	3905	1453		1545	
<b>Cars in company's service:</b>						
Derrick cars .....		2	2	Westinghouse		
Caboose cars .....	9	54				
Other road cars.....		9		Westinghouse		
Rotary steam snow plows..	1	1	1	Westinghouse	1	
Officers' cars .....		1	1	Westinghouse	1	Miller.
Total .....	10	67	4		1	
<b>Total owned .....</b>	<b>1141</b>	<b>4036</b>	<b>1521</b>		<b>1607</b>	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	627.68	672.85	62.31	1362.84	17.96	36.16	1264.37
Miles of yard track, sidings, and spurs....	70.72	48.94	.....	119.66	3.80	119.07	.59
Total mileage operated (all tracks).....	698.40	721.79	62.31	1482.50	21.76	155.23	1264.96

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK		New line constructed during year.	Total mileage excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
I. Mileage operated by road making this report:							
Nebraska.....	497.22	487.97	.....	985.19	51.65	36.16	949.03
South Dakota.....	.....	184.88	17.96	184.88	.....	.....	184.88
Wyoming.....	.....	.....	.....	130.46	.....	.....	130.46
Iowa.....	.....	.....	.....	10.66	.....	.....	.....
Total mileage operated (single track).....	627.68	672.85	17.96	1300.53	62.31	36.16	1264.37
II. Mileage owned by road making this report:							
Nebraska.....	497.22	487.97	.....	985.19	.....	36.16	949.03
South Dakota.....	.....	184.88	17.96	184.88	.....	.....	184.88
Wyoming.....	130.46	.....	.....	130.46	.....	.....	130.46
Total mileage owned (single track).....	627.61	672.85	17.96	1300.53	.....	36.16	1264.37



RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel .....	1186 <sup>382</sup> <sub>8740</sub>	60 pounds.	\$3290

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak .....	25253	\$0 6701
Cedar .....	50580	50
Total .....	75833	\$0 55 <sup>8</sup> <sub>10</sub>

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of soft wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	23433.12	937.65	23901.95	859824	55.60
Freight .....	67660.63	1508.30	68414.79	1601830	85.42
Switching .....	11025.55	632.32	11341.70	379389	59.79
Construction .....	929.84	38.65	949.16	51792	36.65
Total .....	103049.14	3116.92	10460760	2892835	.....
Average cost at distributing point	\$2 983	\$3 169	.....	.....	.....

ANNUAL REPORT  
OF THE  
SIOUX CITY & PACIFIC RAILROAD COMPANY  
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report? Sioux City & Pacific Railroad Company.

Date of organization? August 1, 1864.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of Iowa, August 1, 1864.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Northern Nebraska Air Line Railroad; organized under general railroad laws of Nebraska, June 7, 1867.

Date and authority for each consolidation? Northern Nebraska Air Line Railroad; consolidated under general law, September 15, 1868.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marvin Hughitt, Chicago, Ill., May, 1893.

Albert Keep, Chicago, Ill., May, 1893.

M. L. Sykes, New York City, N. Y., May, 1893.

W. H. Stennett, Chicago, Ill., May, 1893.

D. P. Kimball, Boston, Mass., May, 1893.

Horace Williams, Clinton, Ia., May, 1893.

W. H. Newman, Chicago, Ill., May, 1893.

M. M. Kirkman, Chicago, Ill., May, 1893.

J. B. Redfield, Chicago, Ill., May, 1893.

Total number of stockholders at date of last election? 61.

Date of last meeting of stockholders for election of directors?  
May 18, 1892.

Give post-office address of general office. Chicago, Ill., and Cedar Rapids, Ia.

Give post-office address of operating office. Omaha, Nebraska.

## OFFICERS.

### TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.

First Vice President—Martin L. Sykes, New York, N. Y.

Secretary—Joseph B. Redfield, Chicago, Ill.

Treasurer—Marshall M. Kirkman, Chicago, Ill.

General Counsel—William C. Goudy, Chicago, Ill.

General Attorney—John B. Hawley, Omaha, Neb.

Comptroller—Marshall M. Kirkman, Chicago, Ill.

Auditor—Joseph B. Redfield, Chicago, Ill.

General Manager—Horace G. Burt, Omaha, Neb.

Chief Engineer—James E. Ainsworth, Omaha, Neb.

General Superintendent—Charles C. Hughes, Omaha, Neb.

Division Superintendent—Henry C. Mahanna, Fremont, Neb.

Superintendent of Telegraph—William P. McFarlane, Missouri Valley, Ia.

General Freight Agent—Kingsley C. Morehouse, Omaha, Neb.

Assistant General Freight Agent—Amos H. Merchant, Omaha, Neb.

General Passenger Agent—John R. Buchanan, Omaha, Neb.

General Baggage Agent—Oliver W. Whittlesey, Missouri Valley, Ia.

Land Commissioner—Charles E. Simmons, Chicago, Ill.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named
	From—	To—		
Sioux City & Pacific R. R.	Sioux City, Ia .....	Fremont, Neb .....	101.58	
	Missouri Valley, Ia .....	California Jct .....	5.84	.....
Total mileage operated .....	.....	.....	.....	107.42

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate per cent.	Amount.
Capital stock:						
Common ... }	60000	\$100 00	\$6000000 00	{ \$1899400 00	.....	.....
Preferred... }				169000 00*	7	\$10830 00
Total.....	60000	.....	\$6000000 00	\$2068400 00	.....	\$11830 00

\* Interest bearing stocks.

Manner of payment for capital stock.	Shares.
Issued for construction, common .....	17914
Issued for the purchase of the road between Missouri Valley and California Junction:	
Common .....	1080
Preferred .....	1690
Total .....	20684

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.**

CLASS OF BOND OR OBLIGATION	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of Issue.	When due.					Rate per cent.	When payable.	Amount accrued during year.	Amount matured during year.
First mortgage.....	Jan. 1, 1888	Jan. 1, 1892	\$162,900	\$16,300	\$152,800	Not known	6	January and July..	\$97,680	\$98,055
United States government lien	Mch. 10, 1888	Mch. 10, 1898	792,000	792,000	792,000		6	On maturity of bonds	97,680	.....
United States government lien	Mch. 30, 1888	Mch. 30, 1898	.....	820,000	820,000		6		.....	.....
United States government lien	Mch. 3, 1889	Mch. 3, 1899	516,820	516,820	516,820		6	.....	.....	.....
<b>Grand total.....</b>	.....	.....	<b>\$925,6820</b>	<b>\$325,6380</b>	<b>\$835,6820</b>	.....	.....	.....	<b>\$196,879</b>	<b>\$98,055</b>

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds—Total .....	\$3256320	\$3256320	\$195379	\$98055

CURRENT ASSETS AND LIABILITIES.

<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>		<i>Current Liabilities Accrued to and Including June 30, 1892.</i>	
Cash.....	\$100187 30	Audited vouchers and accounts.....	\$21390 97
Due from agents and conductors.....	55458 26	Wages and salaries .....	40574 34
Net traffic balances due from other companies.....	21396 61	Matured interest coupons unpaid (including coupons due July 1) .....	50130 00
		Balance—cash assets.....	64946 86
Total .....	\$177042 17	Total .....	\$177042 17
Materials and supplies on hand, \$69,981.28.			

RECAPITULATION.  
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$2068400 00	\$2068400 00	.....	107 42	\$19255 26
Bonds.....	3256320 00	3256320 00	.....	107.42	30313 90
Total.....	\$5324720 00	\$5324720 00	.....	107.42	\$49569 16

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPER-  
ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sioux City & Pacific R. R. Co.—Total.....	\$2068400 00	\$3256320 00	\$112095 31	\$5436815 31	107.42	\$50612 69

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year, not included in operating expenses—Charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
<b>Construction:</b>				
Buildings, furniture, and fixtures.....	\$3382 37			
Sidings and yard extensions.....	4733 48			
Total construction .....	\$8115 85			
<b>Equipment:</b>				
Freight cars.....	110189 14			
Total equipment.....	\$110189 14			
Grand total cost construction, equipment, etc.....	\$118304 99	\$5621328 70	\$5739633 69	\$53431 70
Total cost construction, equipment, etc,—state of Nebraska (proportional) .....	29680 87	1410803 57	1439984 44	53431 70



## INCOME ACCOUNT.

Gross earnings from operation .....	\$515547
Less operating expenses.....	366199
	<hr/>
Income from operation.....	\$149348
Miscellaneous income, less expenses.....	5330
	<hr/>
Total income.....	\$154678
Deductions from income:	
Interest on funded debt accrued.....	\$195379
Taxes.....	18075
Other deductions—interest on preferred stock..	11830
	<hr/>
Total deductions from income.....	225285
	<hr/>
Deficit.....	\$70606
Deficit from operations of year ending June 30, 1892.....	\$70606
Deficit on June 30, 1891. (From “General Bal- ance Sheet,” 1890 Report) .....	1443441
	<hr/>
Deficit on June 30, 1892. (For entry on “Gen- eral Balance Sheet” ).....	1514048

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$31584 80		
Less repayments:			
Tickets redeemed.....		\$48 62	
Excess fares refunded.....		302 85	
Total deductions.....		\$351 47	
Total passenger revenue.....			\$31233
Mail.....			5795
Express.....			837
Extra baggage and storage.....			809
Other items, train and station privileges.....			44
Total passenger earnings.....			\$38720
<b>Freight:</b>			
Freight revenue.....	\$53472 00		
Less repayments:			
Over charge to shippers.....		\$1119 00	
Other repayments.....		20 00	
Total deductions.....		\$1139 00	
Total freight revenue.....			\$52332
Other items.....			5
Total freight earnings.....			\$52337
Total passenger and freight earnings.....			\$91057
<b>Other earnings from operations:</b>			
Rents from tracks, yards, and terminals.....			\$9123
Rentals not otherwise provided for.....			390
Total other earnings.....			\$9513
Total gross earnings from operation—Nebraska.....			\$100571
Total gross earnings from operation—entire line.....			\$515547

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
<b>Tracks:</b>			
Missouri Valley & Fremont.....	F., E. & M. V. R. R. Co..	\$13487	
Total .....			\$13487
<b>Terminals:</b>			
Terminals in Sioux City .....	C. St. P., M. & O. R. R. Co.	\$608	
	Ill. Central R. R. Co.....	440	
	Union Pacific Ry. Co.....	97	
Total .....			1146
Grand total rentals received...			\$14634

## MISCELLANEOUS INCOME.

Item.	Gross income.	Net miscellaneous income.
<b>Profit and loss:</b>		
For amounts received for wear and tear on this company's machinery and tools used in repairing foreign company's equipment.....	\$5330	\$5330
Total.....	\$5330	\$5330

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$33078	\$25947	\$59025
Renewals of rails .....	1402	1100	2502
Renewals of ties.....	6999	5490	12489
Repairs of bridges and culverts..	3323	2607	5930
Repairs of fences, road crossings, signs, and cattle guards.....	1481	1162	2644
Repairs of buildings.....	5617	4406	10024
Repairs of telegraph.....	627	491	1119
Total .....	\$52530	\$41206	\$93736
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomo- tives .....	\$7947	\$3126	\$11073
Repairs and renewals of passenger cars.....	4532	.....	4532
Repairs and renewals of freight cars.....		17232	17232
Shop machinery, tools, etc.....	6091	4778	10870
Total .....	\$18571	\$25137	\$43708
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen .....	\$21110	\$16559	\$37670
Fuel for locomotives.....	28239	22151	50391
Water-supply for locomotives ...	1464	1148	2612
All other supplies for locomotives,	1131	887	2019
Wages of other trainmen .....	11567	14077	25645
All other train supplies .....	4040	1382	5422
Wages of switchmen, flagmen, and watchmen.....	6324	4960	11284
Expense of telegraph, including train dispatchers and operators,	3292	2582	5875
Wages of station agents, clerks, and laborers.....	19759	15500	35260

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Station supplies.....	\$1179	\$925	\$2104
Switching charges—balance .....	.....	2643	2643
Car mileage—balance .....	6575	9094	15670
Loss and damage.....	70	3476	3547
Injuries to persons .....	821	680	1502
Total .....	\$105578	\$96073	\$201652
General expenses:			
Salaries of officers.....	\$2925	\$2294	\$5219
Salaries of clerks.....	4602	3610	8212
General office expenses and sup- plies.....	620	486	1107
Agencies, including salaries and rent .....	1043	818	1861
Advertising.....	398	312	711
Commissions.....	1212	15	1228
Insurance.....	3	2	5
Expense of traffic associations....	311	1504	1815
Rentals not otherwise provided for .....	715	561	1277
Legal expenses.....	1080	847	1928
Stationery and printing.....	2091	1641	3733
Total .....	\$15006	\$12095	\$27101
Recapitulation of expenses:			
Maintenance of way and struct- ures .....	\$52530	\$41206	\$93736
Maintenance of equipment.....	18571	25137	43708
Conducting transportation.....	105578	96073	201652
General expenses.....	15006	12095	27101
Grand total.....	\$191686	\$174512	\$366199
Percentage of expenses to earnings, entire line.....	65.30	78.60	71.03

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total
Operating expenses, state of Nebraska (proportional on basis of miles of road):			
Maintenance of way and structures .....	\$13178	\$10388	\$23517
Maintenance of equipment.....	4659	6306	10965
Conducting transportation.....	26487	24103	50591
General expenses.....	3764	3034	6799
Total.....	\$48909	\$43782	\$91873
Percentage of proportional expenses to earnings, Nebraska.....	110.61	76.68	91.35

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$5621328 70	{ Cost of road .....	\$5739633 69	\$118304 99	.....
287345 03	{ Cost of equipment .. }	177042 17	.....	\$110302 86
.....	Cash and current assets .....	.....	.....	.....
70819 60	Other assets.....	69981 28	.....	837 88
107587 02	Materials and supplies.....	107537 02	.....	.....
145903 91	Due from United States gov't, adjudicated.....	175120 92	29217 01	.....
1443441 92	Not yet adjudicated .....	1514048 03	70606 11	.....
	Profit and loss .....			
\$7676375 74	Grand total .....	\$7783363 11	\$106987 37	.....
JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	LIABILITIES.	Total.	Increase.	Decrease.
\$2068400 00	Capital stock .....	\$2068400 00	.....	.....
1628000 00	Funded debt .....	1628000 00	.....	.....
1628320 00	United States government lien.....	1628320 00	.....	.....
1102807 14	Current liabilities .....	112095 31	\$9288 17	.....
2957 51	Accrued interest on preferred stock.....	3957 51	.....	.....
2245891 09	Interest on United States government lien .....	2345590 29	97699 20	.....
\$7676375 74	Grand total.....	\$7783363 11	\$106987 37	.....

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			AMOUNT OF MORTGAGE PER MILE OF LINE.	WHAT EQUIPMENT MORTGAGED.
	From—	To—	Miles.		
First mortgage bonds.....	Sioux City	Fremont...	101.58	\$16026 77	All.
U. S. subsidy bonds, 2d mortgage...	Sioux City	Fremont...	101.58	16029 93	All.

EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compensation.	Av. daily compensation.
General officers .....	7	\$4947 00	\$2 26
General office clerks .....	20	15706 28	2 51
Station agents .....	4	2400 00	1 92
Other station men.....	6	2615 20	1 39
Enginemen.....	1	1347 42	4 30
Firemen .....	1	792 56	2 53
Conductors .....	4	3723 37	2 97
Other trainmen.....	8	4999 72	2 00
Section foremen.....	5	2460 00	1 57
Other trackmen.....	12	4615 19	1 23
Switchmen, flagmen, and watchmen .....	1	566 89	1 81
Telegraph operators and dispatchers.....	7	4290 26	1 96
All other employes and laborers .....	14	15940 94	3 64
Total (including "general officers")—Nebraska...	90	\$64404 83	\$2 29
Less "general officers".....	7	4947 00	2 26
Total (excluding "general officers")—Nebraska...	83	\$59457 83	\$2 29
Distribution of above: (Estimated)			
General administration.....	37	34677 72	2 99
Maintenance of way and structures.....	21	8991 69	1 37
Conducting transportation .....	32	20735 42	2 07
Total (including "general officers")—Nebraska...	90	\$64404 83	\$2 29
Less "general officers".....	7	4947 00	2 26
Total (excluding "general officers")—Nebraska...	83	\$59457 00	\$2 29
Total (including "general officers")—entire line..	670	\$415380 17	\$1 98

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 64496.  
Number of passengers carried one mile, 1132159.  
Average distance carried, 17.55 miles.  
Total passenger revenue, \$31233.33.  
Average amount received from each passenger, \$0.48427.  
Average receipts per passenger per mile, \$0.02759.  
Estimated cost of carrying each passenger one mile, \$0.04248.  
Total passenger earnings, \$38720.49.  
Passenger earnings per mile of road, \$1436.75.  
Passenger earnings per train mile, \$1.58808.

Freight traffic:

Number of tons carried of freight earning revenue, 172150.  
Number of tons carried one mile, 3140522.  
Average distance haul of one ton, 18 miles.  
Total freight revenue, \$52332.14.  
Average amount received for each ton of freight, \$0.30399.  
Average receipts per ton per mile, \$0.01666.  
Estimated cost of carrying one ton one mile, \$0.01394.  
Total freight earnings, \$52337.14.  
Freight earnings per mile of road, \$1942.01.  
Freight earnings per train mile, \$1.28280.

Passenger and freight:

Passenger and freight revenue, \$83565.47.  
Passenger and freight revenue per mile of road, \$3100.76.  
Passenger and freight earnings, \$91057.63.  
Passenger and freight earnings per mile of road, \$3378.76.  
Gross earnings from operation, \$100571.59.  
Gross earnings from operation per mile of road, \$3731.78.  
Expenses, \$91873.48.  
Expenses per mile of road, \$3409.04.

Train mileage:

Miles run by passenger trains, 20281.  
Miles run by freight trains, 28494.  
Miles run by mixed trains, 16406.



Total mileage trains earning revenue, 65181.  
Miles run by switching trains, 31029.  
Miles run by construction and other trains, 936.  
Grand total train mileage, 97146.  
Mileage of loaded freight cars—north or east, 221243.  
Mileage of loaded freight cars—south or west, 208469.  
Mileage of empty freight cars—north or east, 130338.  
Mileage of empty freight cars—south or west, 107214.  
Average number of freight cars in train, 14.86.  
Average number of loaded cars in train, 9.57.  
Average number of empty cars in train, 5.29.  
Average number of tons of freight in train, 69.94.  
Average number of tons of freight in each loaded car, 7.31.

#### PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

##### Passenger traffic:

Number of passengers carried earning revenue, 246791.  
Number of passengers carried one mile, 9472450.  
Average distance carried, 38.38 miles.  
Total passenger revenue, \$247014.13.  
Average amount received from each passenger, \$1.00090.  
Average receipts per passenger per mile, \$0.02608.  
Estimated cost of carrying each passenger one mile, \$0.02024.  
Total passenger earnings, \$284503.92.  
Passenger earnings per mile of road, \$2648.52.  
Passenger earnings per train mile, \$1.40322.

##### Freight traffic:

Number of tons carried of freight earning revenue, 385463.  
Number of tons carried one mile, 15675522.  
Average distance haul of one ton, 40.90 miles.  
Total freight revenue, \$212750.27.  
Average amount received for each ton of freight, \$0.55193.  
Average receipts per ton per mile, \$0.01357.  
Estimated cost of carrying one ton one mile, \$0.01113.  
Total freight earnings, \$212980.87.  
Freight earnings per mile of road, \$1982.69.  
Freight earnings per train mile, \$1.33916.

**Passenger and freight:**

Passenger and freight revenue, \$459764.40.

Passenger and freight revenue per mile of road, \$4280.06.

Passenger and freight earnings, \$497484.79.

Passenger and freight earnings per mile of road, \$4631.21.

Gross earnings from operation, \$515547.41.

Gross earnings from operation per mile of road, \$4799.36.

Expenses, \$366199.07.

Expenses per mile of road, \$3409.04.

**Train mileage:**

Miles run by passenger trains, 196941.

Miles run by freight trains, 141614.

Miles run by mixed trains, 23236.

Total mileage trains earning revenue, 361791.

Miles run by switching trains, 99417.

Miles run by construction and other trains, 8890.

Grand total train mileage, 470098.

Mileage of loaded freight cars—north or east, 921768.

Mileage of loaded freight cars—south or west, 868621.

Mileage of empty freight cars—north or east, 542909.

Mileage of empty freight cars—south or west, 446723.

Average number of freight cars in train, 16.9.

Average number of loaded cars in train, 10.9.

Average number of empty cars in train, 6.

Average number of tons of freight in train, 95.1.

Average number of tons of freight in each loaded car, 8.8.

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain.....	9921	30130	40051	34.35
Flour.....	279	289	568	.49
Other mill products.....	87	189	276	.24
Hay.....	1044	33	1087	.93
Fruit and vegetables.....	96	118	214	.18
<b>Products of animals:</b>				
Live stock.....	3695	20144	23839	20.44
Dressed meats.....		44	44	.04
Other packing house products.....	89		89	.08
Hides and leather.....	339	16	355	.30
<b>Products of mines:</b>				
Anthracite coal.....	44	4174	4218	3.62
Bituminous coal.....	92	12917	13009	11.16
Coke.....		64	64	.05
Stone, sand, and other like articles.....	2025	10354	12379	10.61
<b>Products of forest:</b>				
Lumber.....	397	6375	6772	5.81
<b>Manufactures:</b>				
Petroleum and other oils.....	1	274	275	.24
Sugar.....		237	237	.20
Iron, pig and bloom.....	139	31	170	.15
Other castings and machinery.....	293	428	721	.62
Bar and sheet metal.....	37	258	295	.25
Cement, brick, and lime.....	69	454	523	.45
Agricultural implements.....	15	126	141	.12
Wagons, carriages, tools, etc.....	10	165	175	.15
Wines, liquors and beers.....	17	1235	1252	1.07
Household goods and furniture.....	279	711	990	.85
<b>Merchandise.....</b>	<b>2116</b>	<b>5203</b>	<b>7319</b>	<b>6.28</b>
<b>Miscellaneous: Other commodities not men- tioned above.....</b>	<b>706</b>	<b>828</b>	<b>1534</b>	<b>1.32</b>
<b>Total tonnage—Nebraska.....</b>	<b>21790</b>	<b>94807</b>	<b>116597</b>	<b>100.00</b>
<b>Total tonnage—entire line.....</b>	<b>119725</b>	<b>265738</b>	<b>385463</b>	<b>.....</b>

SIXTH ANNUAL REPORT OF THE  
DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUP- LER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		6	6	Westinghouse,		
Freight.....		2	2	Westinghouse,		
Switching .....		4	2	Westinghouse,		
Total .....		12	10			
Cars in passenger service:						
Second-class passenger cars .....		5	5	Westinghouse,	5	Miller.
Combination passenger cars .....		3	3	Westinghouse,	3	Miller.
Baggage, express, and postal cars .....	2	5	5	Westinghouse,	5	Miller.
Total .....	2	13	13		13	
Cars in freight service:						
Box cars .....	200	290	210	Westinghouse,	210	Chicago.
Flat cars .....		46				
Stock cars.....		20				
Total .....	200	356	210		210	
Cars in Company's service:						
Derrick cars, wrecking ....		2				
Caboose cars .....		12				
Other road cars.....		3	1	Westinghouse,	1	Miller.
Total .....		17	1		1	
Grand total .....		386	224		224	

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	107.42	.....	107.42	.....	.80	106.62
Miles of yard track, sidings, and spurs .....	30.86	.....	30.86	1.23	28.15	2.71
Total mileage operated (all tracks).....	138.28	.....	138.28	1.23	28.95	109.33

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
I. Mileage operated by road making this report:						
Iowa .....	80.47	.....	80.47	80	80	79.67
Nebraska.....	26.95	.....	26.95	.....	.....	26.95
Total mileage operated (single track) .....	107.42	.....	107.42	.....	80	106.62
II. Mileage owned by road making this report:						
Iowa .....	80.47	.....	80.47	.....	80	79.67
Nebraska.....	26.95	.....	26.95	.....	.....	26.95
Total mileage owned (single track).....	107.42	.....	107.42	.....	80	106.62

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel .....	$\frac{630}{8240}$	60 pounds.	\$31 21

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak .....	1715	$62\frac{1}{10}$ c.
Cedar.....	1010	$50\frac{7}{10}$ c.
Total.....	2725	$57\frac{2}{10}$ c.

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of soft wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.. .....	908.86	33.62	925.67	24638	75.14
Freight.....	2606.33	76.57	2644.61	51947	101.82
Switching.....	931.71	50.87	957.15	31029	61.69
Construction.....	531.02	12.32	537.18	17391	61.78
Total.....	4977.92	173.38	5064.61	125005	.....
Average cost at distributing point.....	\$2.448	\$2.973	.....	.....	.....

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
2695	2695	2695	2695	2695	2695	Western Union Tel. Co.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of wire.	Name of owner.	Name of operating company.
4150	Western Union Telegraph Company.	Western Union Telegraph Company.
6720	Western Union Telegraph Company.	Sioux City & P. R. R. Co. for company's business.
10870		

ANNUAL REPORT  
OF THE  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY  
COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report? Chicago, Rock Island & Pacific Railway Company.

Date of organization? June 2, 1880.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Laws of Illinois and Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Consolidation under laws of the state of Illinois and Iowa, of the Chicago, Rock Island & Pacific Railroad Company, Iowa Southern & Missouri Northern Railroad Company, Newton & Monroe Railroad Company, Atlantic & Southern Railroad Company, Avoca, Macedona, & Southwestern Railroad Company, Atlantic & Audubon Railway Company.

Date and authority for each consolidation? June 2, 1880. Laws of states of Illinois and Iowa.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

R. P. Flower, New York City, June, 1895.

Benj. Brewster, New York City, June, 1895.

H. R. Bishop, New York City, June 1894.



Henry M. Flagter, New York City, June, 1895.

Alexander E. Orr, New York City, June, 1894.

David Dows, Jr., New York City, June, 1893.

Alex. T. Van Nest, New York City, June, 1894.

Hugh Riddle, Chicago, Ill., June, 1894.

H. H. Porter, Chicago, Ill., June, 1893.

Marshall Field, Chicago, Ill., June, 1893.

John DeKoven, Chicago, Ill., June 1893.

R. R. Cable, Rock Island, Ill., June, 1894.

Geo. G. Wright, Des Moines, Ia., June 1895.

Total number of stockholders at date of last election? 3634.

Date of last meeting of stockholders for election of directors? June 1, 1892.

Give post-office address of general office. Chicago, Ill.

Give post-office address of operating office. Chicago, Ill.

## OFFICERS.

### TITLE, NAME, AND LOCATION OF OFFICE.

President—R. R. Cable, Chicago, Ill.

First Vice President—Benj. Brewster, New York City.

Second Vice President—W. G. Purdy, Chicago, Ill.

Third Vice President—H. A. Parker, Chicago, Ill.

Secretary and Treasurer—W. G. Purdy, Chicago, Ill.

Asst. to the President—A. Kemball, Davenport, Ia.

General Counsel—Thos. F. Withrow, Chicago, Ill.

General Attorney—Thomas S. Wright, Chicago, Ill.

General Attorney—M. A. Low, Topeka, Kan.

Auditor—F. W. Porter, Chicago, Ill.

Asst. Auditor—H. F. Morris, Topeka, Kan.

General Manager—E. St. John, Chicago, Ill.

Asst. General Manager—W. I. Allen, Chicago, Ill.

General Superintendent—H. F. Royce, Chicago, Ill.

General Superintendent—C. Dunlap, Topeka, Kan.

Division Superintendent—C. L. Ewing, Chicago, Ill.

Division Superintendent—W. H. Stillwell, Des Moines, Ia.

Division Superintendent—C. N. Gilmore, Des Moines, Ia.  
Division Superintendent—H. A. White, Trenton, Mo.  
Division Superintendent—A. J. Hitt, Horton, Kan.  
Division Superintendent—C. H. Hubbell, Colorado Springs, Col.  
Division Superintendent—S. B. Hovey, Herrington, Kan.  
Traffic Manager—W. M. Sage, Chicago, Ill.  
General Freight Agent—J. M. Johnson, Chicago, Ill.  
General Freight Agent—D. Atwood, Topeka, Kan.  
General Passenger and Ticket Agent—John Sebastian, Chicago, Ill.  
Asst. General Passenger Agent—Geo. L. Rhodes, Chicago, Ill.  
Asst. General Passenger and Ticket Agent—S. F. Boyd, Chicago, Ill.  
General Baggage Agent—J. D. Marston, Chicago, Ill.  
Superintendent of Telegraph—A. R. Swift, Chicago, Ill.  
Land Commissioner—J. L. Drew, Davenport, Ia.

## PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Rock Island & Pacific Ry.....	Chicago, Ill.....	Council Bluffs, Iowa.....	496.81	
	Davenport, Iowa.....	Atchison, Kan.....	341.84	
	Edgerton Junction, Mo.....	Leavenworth, Kan.....	20.26	
	Washington, Iowa.....	Knoxville, Iowa.....	79	
	South Englewood, Ill.....	South Chicago, Ill.....	7.50	
	Wilton, Iowa.....	Muscatine, Iowa.....	11.98	
	Wilton, Iowa.....	Lime Kiln, Iowa.....	6.08	
	Newton, Iowa.....	Monroe, Iowa.....	17	
	Des Moines, Iowa.....	{ Indianapolis, Iowa.....	47.07	
		{ Winterset, Iowa.....		
	Menlo, Iowa.....	Guthrie Center, Iowa.....	14.58	
	Atlantic, Iowa.....	Audubon, Iowa.....	24.54	
	Atlantic, Iowa.....	Griswold, Iowa.....	14.71	
	Avoca, Iowa.....	Carson, Iowa.....	17.61	
	Avoca, Iowa.....	Harlan, Iowa.....	11.84	
	Mt Zion, Iowa.....	Keosauqua, Iowa.....	4.50	
	Altamont, Mo.....	St. Joseph, Mo.....	49.66	
	St. Joseph, Mo.....	Rushville, Mo.....	14.70	
	Kansas City, Mo.....	Arnouldale, Kan.....	2.40	
	South Omaha, Neb.....	Lincoln, Neb.....	54.79	
	Elwood, Kan.....	Liberal, Kan.....	439.54	
	Harrington, Kan.....	Obeckaska, I. T.....	265.24	
	Harrington, Kan.....	Salina, Kan.....	49.30	
	Horton, Iowa.....	Roswell, Colo.....	588.65	
	Fairbury, Neb.....	Nelson, Neb.....	51.63	

## PROPERTY OPERATED—CONTINUED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named
	From—	To—		
Chicago, Rock Island & Pacific Ry.....	McFarland, Kan.....	Belleville, Kan.....	103.98	2743.75
Peoria & Bureau Valley R. R.....	Dodge City, Kan.....	Bucklin, Kan.....	26.64	
Keokuk & Des Moines Ry.....	Bureau Junction, Ill.....	Peoria, Ill.....	46.70	
Des Moines & Ft. Dodge R. R.....	Keokuk, Iowa.....	Des Moines, Iowa.....	162.20	
Hamilton & St. Joseph R. R.....	Des Moines, Iowa.....	{ Fort Dodge and Ruthven, Mo.....	143.76	
Union Pacific Ry.....	Cameron, Mo.....	Kansas City, Mo.....	54.30	
	Council Bluffs, Iowa.....	South Omaha, Neb.....	7.02	
	Lincoln, Neb.....	Beatrice, Neb.....	40.21	
	Kansas City, Mo.....	North Topeka, Kan.....	67.35	
	Lemon, Colo.....	Denver Colo.....	89.20	
Denver & Rio Grande R. R.....	Denver, Colo.....	Pueblo, Colo.....	119.60	
		Total.....	3474.09	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate per cent.	Amount.
Capital stock:						
Common.....	500000	\$100	\$50000000	\$46155800	3	\$1384674
Fractional script, .....				200		
Total.....	500000		\$50000000	\$46156000		\$1384674
MANNER OF PAYMENT FOR CAPITAL STOCK.				Number of shares issued during year.	Total cash realized.	
Issued for cash:						
Common .....				419600	\$4196000	
Issued for reorganization:						
Common .....				4196000	\$41960000	
Total.....				4615600	\$46156000	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate per cent.	INTEREST.			
	Date of issue.	When due.						When payable.	Amount ac- crued during year.	Amount paid during year.	
Chicago and South Western.....	1869 1899		\$5000000	\$5000000	\$5000000	Not known	7	May and Nov.....	\$350000 00	\$350000 00	00
First mortgage.....	1877 1917		12500000	12500000	12500000	\$12500000 00	6	January and July	728000 00	728000 00	00
Extension and number per mile collateral.....	1884 1934		20000	33129000	33129000	34111388 75	5	January and July	1609386 06	1609386 06	06
\$15000 per mile on road.....				\$50629000	\$50629000				\$2685386 06	\$2685386 06	06
\$5000 per mile on equipment.....											
Extension collateral.....	1884 1934			3228000	3228000	\$3228000 00	5	January and July	161400 00	161400 00	00
Thirty years debenture.....	1891 1921		\$10000000	3000000	3000000		5	March and Sept...	25000 00	25000 00	00
Grand total.....				\$56857000	\$56857000				\$2871786 06	\$2871786 06	06

EQUIPMENT TRUST OBLIGATIONS.

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate per cent.
	\$3228000 00	\$3228000 00	\$161400 00	\$1161400 00	5
Total "Miscellaneous Obligations" .....					

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$50629000 00	\$50629000 00	\$2685386 06	\$2685386 06
Debenture bonds.....	3228000 00	3228000 00	161400 00	161400 00
	3000000 00	3000000 00	25000 00	25000 00
Total.....	\$56857000 00	\$56857000 00	\$2871786 06	\$2871786 06

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$316383 48	Loans and bills payable.....	\$862431 25
Bills receivable .....	27076 75	Audited vouchers and accounts.....	730941 99
Due from agents .....	611834 12	Wages and salaries .....	44634 94
Net traffic balances due from other companies.....	1263 97		
Due from solvent companies and individuals.....	227074 19		
Balance—current liabilities.....	458375 67		
Total .....	\$1642008 18	Total.....	\$1642008 18

Materials and supplies on hand, \$1103038.80.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads	To other proper- ties.	Miles.	Amount.
Capital stock.....	\$46156000	\$46156000	.....	2743.75	\$16822 23
Bonds.....	56857000	53629000	\$3228000	2743.75	19545 87
Total.....	\$103013000	\$99785000	\$3228000	2743.75	\$36368 10

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago, Rock Island & Pacific .....	\$46156000 00	\$53629000 00	\$1642008 18	\$101427008 18	274375	3686656
Peoria & Bureau Valley .....	1500000 00	.....	.....	1500000 00	4670	3219891
Keokuk & Des Moines .....	4125000 00	2750000 00	.....	6875000 00	16220	4238594
Des Moines & Fort Dodge .....	5041290 00	3872000 00	.....	8113290 00	14376	5643634
Grand Total .....	\$56822280 00	\$59451000 00	\$1642008 18	\$117915288 18	309641	3808129



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.					Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in oper- ating expenses.	Charged to income ac- count as permanent improve- ments.	Charged to Construc- tion or equipment	'Not included in operating expenses.				
Total construction.....	.....	.....	\$422275 42	.....	.....	\$81293898 88	\$85516653 30	\$31167 80
Total equipment.....	.....	.....	\$1075365 83	.....	.....	\$13476382 64	\$14551748 47	\$5303 60
Grand total cost construction, equipment, etc.....	.....	.....	\$5298120 25	.....	.....	\$94770281 52	\$100068401 77	\$38471 40

## INCOME ACCOUNT.

Gross earnings from operation .....	\$19096644	99
Less operating expenses .....	12949264	25
<hr/>		
Income from operation .....	\$6147380	74
Dividends on stocks owned.....	\$95753	64
Miscellaneous income, less expenses .....	129360	57
<hr/>		
Income from other sources .....	225114	21
<hr/>		
Total income .....	\$6372494	95
Deductions from income:		
Interest on funded debt accrued.....	\$2871786	06
Rentals.....	1008007	16
Taxes .....	763696	57
Other deductions .....	819	00
<hr/>		
Total deductions from income .....	4644308	79
<hr/>		
Net income.....	\$1728186	16
Dividends, 3 per cent, common stock.....	\$1384674	00
<hr/>		
Total .....	\$1384674	00
Surplus from operations of year ending June 30, 1892,	343512	16
Deficit on June 30, 1891 .....	426561	44
<hr/>		
Deficit on June 30, 1892 .....	\$83049	28

## EARNINGS FROM OPERATION.

Item.	Actual earnings.	
Total passenger revenue .....	\$5177514	96
Mail .....	450185	87
Express .....	322902	35
Extra baggage and storage.....	70140	48
Other items.....	128638	79
<hr/>		
Total passenger earnings.....	\$6149382	45
<hr/>		
Total freight revenue.....	\$12525793	64
<hr/>		
Total freight earnings.....	\$12525793	64
<hr/>		
Total passenger and freight earnings.....	\$18675176	09

Other earnings from operation:

Car mileage—balance.....	\$227579 28
Telegraph companies.....	9492 85
Rents from tracks, yards, and terminals.....	85774 66
Rentals not otherwise provided for.....	98622 11
Total other earnings.....	421468 90

Total gross earnings from operation.....	\$19096644 99
Earnings in Nebraska (estimated).....	703659 98

Above figures are ascertained by allowing to road in Nebraska a milage pro rata of the earnings on line west of the Missouri river.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:			
Port Bryon to Rock Island, Ill....	C., M. & St. P. Ry.....	\$15000 00	.....
Otumwa to Harvey, Ia.....	Wabash R. R.....	18162 40	.....
South Chicago Branch.....	B. & O. R. R.....	9000 00	.....
South Chicago Branch.....	C. & C. T. Ry.....	8199 96	.....
South Chicago Branch.....	C. & B. I. Ry .....	7209 50	.....
Beverly, Mo., to Leavenworth, Kan.....	L. & St. J. Ry.....	1999 98	.....
Hutchinson to McPherson, Kan...	U. P. Ry.....	7176 40	.....
Virginia to Beatrice, Neb.....	K. C., W. & N. W.....	4941 92	.....
Total.....	.....	.....	\$71690 16
Yards:			
Chicago, Ill.....	L. S. & M. S. Ry.....	\$12884 50	.....
Muscatine, Ia.....	B., C. R. & N. Ry.....	1200 00	.....
Total.....	.....	.....	\$14084 50
Grand total rents received .....	.....	.....	\$85774 66

MISCELLANEOUS INCOME.

Interest received from C., K. & N. Ry.....	\$52200 49
Premium on five per cent bonds sold.....	8506 25
Agricultural lands sold.....	68653 83
Total.....	\$129360 57

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$646929 82	\$982616 32	\$1629546 14
Renewals of rails.....	83711 10	127148 09	210859 19
Renewals of ties.....	124897 28	189705 44	314602 72
Repairs of bridges and culverts .....	180456 19	274093 41	454549 60
Repairs of fences, road crossings, signs, and cattle guards.....	23637 60	35902 95	59540 55
Repairs of buildings.....	128260 45	194813 72	323074 17
Total.....	\$1187892 44	\$1804279 93	\$2992172 37
Maintenance of equipment:			
Repairs and renewals of locomotives .....	\$318729 94	\$484116 26	\$802846 20
Repairs and renewals of passenger cars .....	394387 82	.....	394387 82
Repairs and renewals of freight cars.....	.....	744454 00	744454 00
Total .....	\$713117 76	\$1228570 26	\$1941688 02
Conducting transportation :			
Wages of enginemen, fire- men and roundhouse- men.....	\$533678 93	\$810600 50	\$1344279 43
Fuel for locomotives.....	473736 94	719555 09	1193292 03
Water supply for loco- motives .....	51995 70	78975 84	130971 54
All other supplies for locomotives.....	20934 64	31797 45	52732 09
Wages of other trainmen	290639 14	628089 54	918728 68
All other train supplies..	63520 43	107023 28	170543 71

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Expense of telegraph, in- cluding train dispatch- ers and operators.....	\$100214 94	\$152215 64	\$252430 58
Wages of station agents, clerks, and laborers...	658134 23	999634 60	1657768 83
Station supplies.....	62581 99	95055 27	157637 26
Car mileage—balance....	54591 06	314197 19	368788 25
Loss and damage.....	39720 65	60331 36	100052 01
Injuries to persons.....	37248 54	56576 51	93825 05
Other expenses.....	107580 30	.....	107580 30
Total .....	\$2494577 49	\$4054052 27	\$6548629 76
General expenses:			
Salaries of officers, sal- aries of clerks.....	\$160890 15	\$244374 71	\$405264 86
General office expenses and supplies, agen- cies, including sala- ries and rent, adver- tising .....	247306 10	375631 19	622937 29
Legal expenses.....	53472 84	81219 45	134692 29
Stationary and printing,	51191 83	77754 84	128946 67
Other general expenses,	69448 40	105484 59	174932 99
Total.....	\$582309 32	\$884464 78	\$1466774 10
Recapitulation of ex- penses:			
Maintenance of way and structures.....	\$1187892 44	\$1804279 93	\$2992172 37
Maintenance of equip- ment .....	713117 76	1228570 26	1941688 02
Conducting trans- portation.....	2494577 49	4054052 27	6548629 76
General expenses.....	582309 32	884464 78	1466774 10
Grand total.....	\$4977897 01	\$7971367 24	\$12949264 25

Percentage of expenses to earnings, entire line..... 67. 81.

Operating expenses in Nebraska (estimated)..... \$516,789 99.

Above figures are ascertained by allowing to road in Nebraska a mileage pro rata of operating expenses on lines west of Missouri river.

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guar- anteed.	Cash.	Total.
Peoria & Bureau Valley.....		\$125000 00	\$125000 00
Keokuk & Des Moines.....	\$137500 00	8524 82	146024 82
Des Moines & Fort Dodge.....	104880 00	38551 99	143431 99
Chicago, Kansas & Nebraska.....		99437 82	99437 82
Hannibal & St. Joseph.....		43496 68	43396 68
Denver & Rio Grande.....		174573 18	.....
Union Pacific.....		155568 02	155568 02
Missouri river bridges.....		120474 65	120474 65
Total rentals.....	\$242380 00	\$765627 16	\$1008007 16

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30 1892.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$81293898 88	Cost of road .....	\$85516658 30	\$4222754 42	.....
13476382 64	Cost of equipment .....	14561748 47	1075365 88	.....
5910161 57	Bonds of other companies owned.....	5910161 57	.....	.....
2845941 28	Stocks of other companies owned .....	2845478 78	.....	\$462 50
550868 95	Loans and investments.....	580745 47	29276 52	.....
2153567 73	Advanced to C., K. & N. Ry.....	.....	.....	2153567 73
1218189 21	Cash and current assets.....	1183632 51	.....	29556 70
	Other assets:			
915512 12	Materials and supplies.....	1103038 80	187526 68	.....
133000 00	Sinking fund.....	191000 00	58000 00	.....
	Sundries:			
12100 00	C., R. I. & P. stock owned.....	12100 00	.....	.....
400000 00	C., R. I. & P. 6 per ct. bonds owned.....	400000 00	.....	.....
	C., R. I. & P. 5 per ct. bonds owned.....	491000 00	491000 00	.....
426561 42	Profit and loss.....	83049 28	.....	843512 16
\$109331188 82	Grand total.....	\$112868008 18	.....	.....
JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	LIABILITIES.	Total.	Increase.	Decrease.
\$46156000 00	Capital stock.....	\$46156000 00	.....	.....
51152000 00	Funded debt.....	56857000 00	\$5705000 00	.....
8810183 82	Current liabilities .....	1642008 18	.....	\$2168175 64
8213000 00	Addition and improvement account.....	8213000 00	.....	.....
\$109331188 82	Grand total.....	\$112868008 18	.....	.....

## IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

New line has been constructed and was put in operation April 17, 1872, from Minco, I. T., to Chickasha, I. T., 18.27 miles.

Five per cent extension and collateral bonds have been issued to the amount of \$2705000.

Five per cent thirty year debenture bonds have been issued to the amount of \$3000000.

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## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH STATE OF NEBRASKA.

The United States Express company runs over all lines operated by this company, for which they pay a specified annual rental.

The government pays a specified amount per mile per annum, based on weight of mails, and regulations imposed by congress and the post-office department.

Sleeping cars are owned jointly by this company and the Pullman Palace Car Company. Earnings are divided equally between the companies. Dining cars are owned and operated by this company.

The Western Union Telegraph Company owns and operates the telegraph lines used by this company. This company furnishes operators and receives a portion of earnings.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What securities mortgaged.
	From—	To—	Miles.			
First mortgage bonds ..	Chicago, Ill.....	Council Bluffs, Ia.....	498.81	.....	All equipment purchased for account of said lines.	
	Davenport, Ia.....	Knoxville, Ia.....	144.50	.....		
	Wilton, Ia.....	Muscotines, Ia.....	11.98	.....		
	So. Englewood, Ill.....	South Chicago, Ill.....	7.50	.....		
	Newton, Ia.....	Monroe, Ia.....	17.00	.....		
	Atlantic, Ia.....	Audubon, Ia.....	24.54	.....		
	Atlantic, Ia.....	Griswold, Ia.....	14.71	.....		
	Avoca, Ia.....	Carson, Ia.....	17.61	.....		
			736.65	\$16968 71		
			268	18656 71		
Chicago and S. W. bonds..	Washington, Ia. ..	Mo. River, opp. Leavenworth...	47.07	.....	All equipments purchased for account of said lines.	Wisconsin, Minn- nesota & Paci- fic Ry., six per cent bonds, \$3,228,000.00.
	Des Moines, Ia. ..	Indianola and Winterset, Ia. ..	14.58	.....		
	Menlo, Ia.....	Guthrie Cte., Ia.....	54.79	.....		
	So. Omaha, Neb...	Lincoln, Neb.....	49.66	.....		
	Altamont, Mo....	St. Joe, Mo.....	14.70	.....		
	St. Joseph, Mo....	Rushville, Mo.....	29	.....		
	Edgerton Jct., Mo...	Winthrop, Mo.....	2.40	.....		
	Kansas City, Mo...	Armordale, Kan.....	439 54	.....		
	Elwood, Kan.....	Liberal, Kan.....	265.24	.....		
	Herrington, Kan...	Chickasha, I T.....	49.30	.....		
	Herrington, Kan...	Salina, Kan.....	568.65	.....		
	Horton, Kan.....	Roswell, Colo.....	51.53	.....		
	Fairbury, Neb....	Nelson, Neb.....	103.98	.....		
	McFarland, Kan...	Bellville, Kan.....	26.64	.....		
	Dodge City, Kan...	Bucklin, Kan.....		.....		
			1717.08	\$19293 80		
Extension and collateral bonds.....						



## EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	None	.....	.....
General office clerks .....	None	.....	.....
Station agents .....	27	\$16380 00	\$1 94
Other station men .....	32	24850 92	2 48
Enginemen .....	24	32076 24	4 27
Firemen .....	23	19581 28	2 72
Conductors .....	16	19531 20	3 90
Other trainmen .....	38	24739 52	2 08
Machinists .....	15	8310 15	1 77
Carpenters .....	18	11549 70	2 05
Other shopmen .....	71	38445 79	1 73
Section foremen .....	32	18830 08	1 88
Other trackmen .....	156	59570 16	1 22
Switchmen, flagmen, and watchmen .....	13	10253 88	2 52
Telegraph operators and dispatchers .....	11	6403 98	1 86
All other employes and laborers .....	18	14479 38	2 57
Total, including Nebraska .....	494	\$305002 28	\$1 97
Distribution of above:			
Maintenance of way and structures .....	194	\$83226 70	\$1 37
Maintenance of equipment .....	110	63132 10	1 84
Conducting transportation .....	190	158643 48	2 67
Total, Nebraska .....	494	\$305002 28	\$1 97
Total (including "general officers")—entire line, .....	12509	7608141 96	1 94

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—  
ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 5664602.  
Number of passengers carried one mile, 224339366.  
Average distance carried, 40 miles.  
Total passenger revenue, \$5177514.96.  
Average amount received from each passenger, \$0.91.  
Average receipts per passenger per mile, \$0.02308.  
Estimated cost of carrying each passenger one mile, \$0.0218.  
Total passenger earnings, \$6149382.45.  
Passenger earnings per mile of road, \$1770.07.  
Passenger earnings per train mile, \$0.94829.

Freight traffic:

Number of tons carried of freight earning revenue, 6033943.  
Number of tons carried one mile, 1187907489.  
Average distance haul of one ton, 197 miles.  
Total freight revenue, \$12525793.64.  
Average amount received for each ton of freight, \$2.08.  
Average receipts per ton per mile, \$0.01055.  
Estimated cost of carrying one ton one mile, \$0.00671.  
Total freight earnings, \$12525793.64.  
Freight earnings per mile of road, \$3605.49.  
Freight earnings per train-mile, \$1.27359.

Passenger and freight:

Passenger and freight revenue, \$17703308.60.  
Passenger and freight revenue per mile of road, \$5095.81.  
Passenger and freight earnings, \$18675176.09.  
Passenger and freight earnings per mile of road, \$5375.56.  
Gross earnings from operation, \$19096644.99.  
Gross earnings from operation per mile of road, \$5496.88.  
Expenses, \$12949264.25.  
Expenses per mile of road, \$3727.38.

Train mileage:

Miles run by passenger trains, 6484732.

Miles run by freight trains, 9835035.

Total mileage trains earning revenue, 16319767.

Miles run by switching trains, 3208239.

Miles run by construction and other trains, 936407.

Grand total train mileage, 20464413.

Mileage of loaded freight cars—north or east, 62062663.

Mileage of loaded freight cars—south or west, 57933039.

Mileage of empty freight cars—north or east, 16976253.

Mileage of empty freight cars—south or west, 21358978.

Average number of freight cars in train, 16.1.

Average number of loaded cars in train, 12.2.

Average number of empty cars in train, 3.9.

Average number of tons of freight in train,  $120\frac{1560}{2000}$ .

Average number of tons of freight in each loaded car,  $9\frac{1800}{2000}$ .

SIXTH ANNUAL REPORT OF THE  
FREIGHT TRAFFIC MOVEMENT.  
[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Per cent.
Products of agriculture:		
Grain .....	1353242	22.42
Flour.....	110633	1.83
Other mill products.....	59568	.99
Hay .....	70077	1.13
Fruit and vegetables.....	86599	1.43
Broom corn.....	8093	.13
Grass and flax seed.....	47536	.79
Products of animals:		
Live stock .....	514495	8.59
Dressed meats.....	34132	.56
Other packing house products.....	11668	.19
Wool.....	7125	.12
Hides and leather .....	10484	.17
Products of mines:		
Anthracite coal.....	80692	1.34
Bituminous coal.....	976111	16.18
Coke.....	6886	.12
Ores.....	40006	.66
Stone, sand, and other like articles .....	341329	5.66
Salt .....	55047	.92
Products of forests:		
Lumber .....	507152	8.40
R. R. ties.....	45122	.75
Manufactures:		
Petroleum and other oils.....	84602	1.40
Sugar .....	75149	1.25
Drain tile.....	34245	.57
Iron, pig, and bloom.....	88094	1.46
Iron and steel rails.....	69838	1.16
Other castings and machinery.....	26323	.43
Bar and sheet metal.....	14864	.25
Cement, brick, and lime.....	359915	5.96
Agricultural implements.....	44338	.73
Wagons, carriages, tools, etc.....	30440	.50
Wines, liquors, and beers.....	36870	.61
Household goods and furniture.....	34165	.56
Fence wire .....	24936	.41
Merchandise .....	709281	11.75
Miscellaneous: Other commodities not mentioned above....	34976	.58
Total tonnage—Nebraska.....	6033943	100.00

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives :</b>						
Passenger.....	13	161	161	Westinghouse ...	.....	.....
Freight.....	.....	295	197	Westinghouse ...	.....	.....
Switching .....	.....	91	16	Westinghouse ...	.....	.....
<b>Total locomotives.....</b>	<b>13</b>	<b>547</b>	<b>374</b>			
<b>Cars in passenger service :</b>						
First-class passenger cars.....	10	125	125	Westinghouse ...	125	Miller.
Second-class passenger cars.....	.....	47	47	Westinghouse ...	47	Miller.
Combination passenger cars.....	.....	40	37	Westinghouse ...	36	Miller.
Emigrant cars.....	.....	9	9	Westinghouse ...	9	Miller.
Dining cars .....	2	13	13	Westinghouse ...	13	Miller.
Parlor cars .....	.....	37	37	Westinghouse ...	37	Miller.
Sleeping cars.....	6	47	47	Westinghouse ...	47	Miller.
Baggage, express, and postal cars .....	3	90	89	Westinghouse ...	89	Miller.
Other cars in passenger service .....	.....	5	5	Westinghouse ...	5	Miller.
<b>Total.....</b>	<b>21</b>	<b>413</b>	<b>409</b>	.....	<b>408</b>	
<b>Cars in freight service :</b>						
Box cars .....	1000	9824	3683	Westinghouse ...	6551	Miller.
Flat cars and coal cars.....	.....	2416	236	Westinghouse ...	536	.....
Stock cars.....	200	2052	606	Westinghouse ...	1130	.....
Refrigerator cars.....	.....	125	125	Westinghouse ...	125	.....
Other cars.....	.....	.....	.....	.....	.....	.....
<b>Total.....</b>	<b>1200</b>	<b>14417</b>	<b>4650</b>	.....	<b>8342</b>	.....
<b>Cars in company's service:</b>						
Derrick cars.....	.....	5	.....	.....	.....	.....
Caboose cars.....	.....	290	.....	.....	124	.....
Other road cars.....	.....	142	.....	.....	.....	.....
<b>Total.....</b>	.....	<b>437</b>	.....	.....	<b>124</b>	.....
<b>Cars contributed to fast freight line service .....</b>	.....	<b>612</b>	.....	.....	.....	.....
<b>Grand total owned.....</b>	<b>1221</b>	<b>15879</b>	<b>5059</b>	.....	<b>8874</b>	.....

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track.....	498.81	2244.94	352.66	377.68	3474.09	18.36	231.76	8242.22
Miles of second track.....	185.87	15.36			200.78	5.03		200.73
Miles of third track.....	9.06				9.05			9.05
Miles of yard track, sidings and spurs	240.62	303.14	51.12		594.78	11.27	237.79	306.99
Total mileage operated (all tracks)	933.75	2563.44	403.78	377.68	4278.65	34.66	519.55	3759.10

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	New line constructed during year	Total mileage, including trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
I. Mileage operated by road making this report:								
Illinois	181.98	7.50	46.70		236.18			236.18
Iowa	316.83	442.80	305.96	12	1065.59	2.16	184.79	880.80
Missouri		231.55			231.55	54.80	46.97	184.58
Kansas		1059.00			1059.00	66.85		1059.00
Nebraska		196.07			196.07	45.07		196.07
Colorado		167.56			167.56	208.80		167.56
Indian Territory		84.06		18.87	84.06			84.06
Oklahoma		56.40			56.40			56.40
Total mileage operated (single track)	498.81	2244.94	352.66	18.39	3096.41	377.68	231.76	2364.65
II. Mileage owned by road making this report:								
Illinois	181.98	7.50			189.48			189.48
Iowa	316.83	442.80			759.63		120.96	638.77
Missouri		231.55			231.55		46.97	184.58
Kansas		1059.00			1059.00			1059.00
Nebraska		196.07			196.07			196.07
Colorado		167.56			167.56			167.56
Indian Territory		84.06			84.06			84.06
Oklahoma		56.40			56.40			56.40
Total mileage owned (single track)	498.81	2244.94			2743.73		167.88	2575.92

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel .....	16543.22	70 pounds.	\$29 61
	16.71	60 pounds.	29 61

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak.....	361949	\$0 50
Burnettized.....	297782	43
Cedar .....	18088	43
Total .....	677819	.....

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of hard wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	172915	5688	176707	6484732	54 .50
Freight .....	362714	8838	368606	9835035	74 .96
Switching .....	61498	2481	63152	3208239	39 .37
Construction .....	17140	627	17558	936407	37 .50
Total .....	614267	17634	626023	20464413	61 .18
Average cost at distributing point:					
East of Missouri river .....	\$1 60	\$2 20	.....	.....	.....
West of Missouri river .....	2 40	2 80	.....	.....	.....

ANNUAL REPORT  
OF THE  
MISSOURI PACIFIC RAILWAY COMPANY  
FOR THE YEAR ENDING JUNE 30, 1892.

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• HISTORY.

Name of common carrier making this report? The Missouri Pacific Railway Company.

Date of organization? By articles of agreement and consolidation filed in the office of the secretary of state of Missouri, August 12, 1880, and in the office of the secretary of state, of Kansas, October 8 1880.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad laws of the states of Missouri, Kansas, and Nebraska: Revised statutes of Missouri, 1879, chapter 21, article 2, sections 789 and 790; compiled laws of Kansas, 1879 (Dassler's edition), chapter 84, article 2, section 4932; compiled statutes of Nebraska, 1881 (Brown's edition), chapter 16, section 114.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Articles of agreement and consolidation between the following named companies, filed as stated in answer to question No. 2, viz.:

First consolidation—Missouri Pacific Railway Company, organized under general railroad law of Missouri, October 21, 1876. St. Louis & Lexington Railroad Company, organized under general railroad law of Missouri, December 20, 1877. Kansas City & Eastern Railway Company, organized under general railroad law of Missouri, December 12, 1879. St. Louis, Kansas & Atchison Railway Company, organized under general railroad law of Kansas, January 16, 1879.



Kansas City, Leavenworth & Atchison Railway Company, organized July 30, 1880, by consolidation of Missouri River Railroad Company, and Leavenworth, Atchison & Northwestern Railroad Company, (Missouri River Railroad Company, organized under general railroad laws of Kansas, February 20, 1865. Leavenworth, Atchison & Northwestern Railroad Company, organized under general railroad laws of Kansas, March 25, 1868.)

Second consolidation—Articles of agreement and consolidation between the Missouri Pacific Railway Company, and the Missouri Pacific Railway Company of Kansas (organized under the general railroad law of Kansas, June 14, 1881), filed in the office of the secretary of state of Kansas, December 30, 1881.

Third consolidation—Articles of agreement and consolidation between The Missouri Pacific Railway Company and The Missouri Pacific Railway Company of Nebraska (organized under the general railroad law of Nebraska, June 8, 1881), filed in the office of secretary of state of Nebraska, February 14, 1882, amendments to said articles of consolidation filed in the said office September 4, 1888.

Consolidation by purchase—

Conveyance to the Missouri Pacific Railway Company by deed dated September 12, 1883, of the railroad owned by the Jefferson City, Lebanon & Southwestern Railroad Company (organized under the general railroad law of Missouri, January 24, 1871.)

Conveyance to the Missouri Pacific Railway Company by deed dated September 12, 1883, of the railroad owned by the Carthage, Joplin & Short Creek Railroad Company (organized under the general railroad law of Missouri, September 6, 1881.)

Conveyance to the Missouri Pacific Railway Company by deed dated September 12, 1883, of the railroad owned by the Laclede & Creve Cœur Lake Railroad Company (organized under the general railroad law of Missouri, September 27, 1880.)

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

First consolidation August 12 and October 8, 1880, by authority of the provisions of the general railroad laws of Kansas and Missouri cited in answer to question No. 3.

Second consolidation December 30, 1881, by authority of the general railroad laws of Kansas and Missouri cited in answer to question No. 3.

Third consolidation February 14, 1882, by authority of the general railroad of Kansas and Nebraska cited in answer to question No. 3.

Consolidations by purchase September 12, 1883, by authority of the provisions of the general railroad laws of Missouri. (Rev. Stats. Mo., 1879, section 790.)

[For companies not making operating reports.] What carrier operates the road of this company? Pacific Railroad was the name of the original corporation; incorporated by act of the legislature of the state of Missouri; approved March 12, 1849, entitled "An act to incorporate the Pacific Railroad."

There were four subsequent amendments of this charter, as follows, viz.:

(1). "An act to amend the act entitled 'An act to incorporate the Pacific Railroad,' approved March 1, 1851."

(2.) "An act supplementary to the act entitled 'An act to incorporate the Pacific Railroad,' approved February 24, 1853."

(3.) "An act entitled an 'An act to expedite the construction of the Pacific Railroad and the Hannibal & St. Joseph Railroad,' approved February 22, 1851."

(4.) "An act for the sale of the Pacific Railroad and to foreclose the state's lien thereon, and to amend the charter thereof by giving the state right to fix rates after ten years, approved March 31, 1868."

The Pacific Railroad was sold under foreclosure proceedings in 1876 in the suit of George E. Ketchum et al. v. the Pacific Railroad et al., in the United States circuit court for the Eastern district of Missouri. The purchasers of the road organized a corporation under the general railroad laws of Missouri by articles of association filed in the office of the secretary of state of Missouri, October 21, 1876. The corporate name of this organization was the Missouri Pacific Railway Company. This company was one of the constituent companies in the consolidation of August 12, 1880, forming the present organization, The Missouri Pacific Railway Company.

## ORGANIZATION.

## NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Jay Gould, 195 Broadway, New York City, March, 1893.  
 Jno. P. Munn, 261 Broadway, New York City, March, 1893.  
 A. L. Hopkins, 195 Broadway, New York City, March, 1893.  
 Russell Sage, 71 Broadway, New York City, March, 1893.  
 John G. Moore, 80 Broadway, New York City, March, 1893.  
 C. S. Greeley, 1535 Lucas Place, St. Louis, Mo., March, 1893.  
 Sidney Dillon, 195 Broadway, New York City, March, 1893.  
 T. T. Eckert, 195 Broadway, New York City, March, 1893.  
 D. D. Parmley, 160 Broadway, New York City, March, 1893.  
 Samuel Sloan, 26 Exchange Place, New York City, March, 1893.  
 Edwin Gould, 195 Broadway, New York City, March, 1893.  
 Geo. J. Gould, 195 Broadway, New York City, March, 1893.  
 S. H. H. Clark, Sixth and Locust street, St. Louis, Mo., March, 1893.

Total number of stockholders at date of last election? 1609.

Date of last meeting of stockholders for election of directors?  
 March 8, 1892.

Give post-office address of general office. St. Louis, Mo. and New York City. (Financial.)

Give post-office address of operating office. St. Louis, Mo.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

President—Jay Gould, New York City.

First Vice President and General Manager—S. H. H. Clark, St. Louis, Mo.

Second Vice President—Geo. J. Gould, New York City.

Third Vice President, Secretary and Treasurer—A. H. Calef, New York City.

Local Treasurer—D. S. H. Smith, St. Louis, Mo.  
General Solicitor—Alex J. Cochran, St. Louis, Mo.  
General Counsel, J. F. Dillon, New York City.  
General Attorney—W. S. Pierce, New York City.  
General Auditor—C. G. Warner, St. Louis, Mo.  
Assistant General Manager—Geo. C. Smith, St. Louis, Mo.  
Chief Engineer—James W. Way, St. Louis, Mo.  
General Superintendent—A. W. Dickinson, St. Louis, Mo.  
Superintendent—H. G. Clark, Sedalia, Mo.  
Superintendent—C. M. Wrathburn, Atchison, Kansas.  
Superintendent of Car Service—C. W. Hegnemborg, St. Louis, Mo.  
Superintendent of Telegraph—C. W. Hammond, St. Louis, Mo.  
Freight Traffic Manager—C. A. Parker, St. Louis, Mo.  
General Freight Agent—W. C. Stith, St. Louis, Mo.  
Assistant General Freight Agent—S. J. Henry, St. Louis, Mo.  
General Passenger and Ticket Agent—H. C. Townsend.  
Assistant General Passenger and Ticket Agent—H. B. Payne, St. Louis, Mo.  
General Baggage Agent—J. C. Nicholas, St. Louis, Mo.  
Chief Surgeon—W. B. Outten, St. Louis, Mo.  
Superintendent of B. D. G. and B. L. G.—R. M. Peck, Pacific, Mo.  
Superintendent Locomotive and Car Department—Frank Reardon, St. Louis, Mo.  
Tax Commissioner—S. L. Highleyman, St. Louis, Mo.  
Purchasing Agent—Abram Gould, St. Louis, Mo.  
Stock Transfer Agent—A. H. Calef, New York City.  
Paymaster—J. W. King, St. Louis, Mo.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each class of roads named.
	From—	To—	
The Missouri Pacific Ry.....	St. Louis, Mo.....	Atchison, 3d St.....	330.11
The Missouri Pacific Ry.....	Central Branch Junction.....	Kan. & Neb. state line...	48.13
The Missouri Pacific Ry.....	Kan. and Neb. state line...	Papillion Junction.....	98.43
The Missouri Pacific Ry.....	Papillion Junction.....	Sarpy county line.....	2.09
The Missouri Pacific Ry.....	Levee, St. Louis.....	11th St., St. Louis, Mo...	1.00
The Missouri Pacific Ry.....	Papillion Junction.....	Papillion.....	2.35
Glencoe Branch.....	Glencoe Junction.....	Lime kiln.....	4.00
Black Water Branch.....	Warrensburg Junction.....	Stone quarries.....	3.00
Laclede & Creve Coeur Lake branch.....	Laclede Junction.....	Creve Coeur Lake.....	11.99
Carondelet Branch.....	Kirkwood Junction.....	Carondelet.....	12.44
Lebanon Branch.....	Jefferson City Junction.....	Bagnall.....	45.04
Lexington Branch.....	Sedalia Junction.....	Beyond Lexington.....	55.45
Lexington Branch.....	Near Lexington.....	Independence Junction...	33.01
Jefferson City, Booneville & Lexington Branch.....	Myrick Junction.....	Booneville Junction.....	76.77
Jefferson City, Booneville & Lexington Branch.....	Marshall Junction.....	Marshall.....	2.48
Lexington & Southern Div.....	K. C., Ft. & M. Jct.....	Beyond Carthage.....	115.37
Lexington & Southern Div.....	Near Carthage.....	Joplin.....	17.23
Kansas & Arizona Div.....	Paoli.....	Leroy Junction.....	80.75
Ottawa Branch.....	Oswatimie.....	Ottawa.....	21.62
Nebraska City Branch.....	Neb. City Branch Jct.....	Weeping Water Junction...	26.76
Lincoln Branch.....	Lincoln Branch Conn.....	Lincoln.....	33.92
Crete Branch.....	Talmage Junction.....	Crete.....	56.18
Omaha Belt Ry.....	Sarpy county line.....	Webster St., Omaha.....	13.12
St. Louis, Oak Hill & Carondelet Ry.....	Tower Grove Junction.....	Ivory Avenue Junction...	6.30
Nebraska Southern Ry.....	Auburn Junction.....	Neb. City Branch Jct.....	16.12
Omaha Southern Ry.....	Union Junction.....	Gilmore Junction.....	25.50
Omaha Southern Ry.....	Summit Jct. R. of W. line,	West Side Junction.....	3.05
			482 11
			578 01

## PROPERTY OPERATED—CONCLUDED.

NAME.	TERMINALS.		Miles of line for each class of roads named.
	FROM—	TO—	
Ft. Scott Central Ry.....	Rich Hill Junction.....	Cornell.....	57.05
Nevada & Minden Ry.....	Nassau Junction.....	Mo. and Kan. state line.,	32.58
Nevada & Minden Ry.....	Mo. and Kan. state line.,	Chetopa.....	41 15
Booneville, St. Louis & Southern Ry.....	Versailles, Mo.....	Booneville.....	43.95
Kansas City & S. W. Ry. of Mo.....	Cecil Junction.....	Mo. and Kan. state line.,	20.70
Kansas City & S. W. Ry. of Mo.....	Mo. and Kan. state line.,	Paoli, Kan.....	27 53
Kansas & Colorado Pacific Ry.....	V. V. L & W. Junction...	Deering, Kan.....	40.62
Le Roy & Caney Air Line Ry.....	L. & C. V. Junction.....	Pera, Kan.....	51.78
Central Branch U. P. R. R.....	Atchison, 3d St.....	Central Branch Junction,	1.89
Hannibal & St. Joseph R. R.....	Atchison, Kan.....	St. Joseph, Mo.....	21.00
Kansas City, Ft. Scott & Memphis Ry.....	Pleasant Hill Junction..	K. C., Ft. S. & M. Jct....	.63
Union Pacific Ry.....	Gilmore Junction.....	Summit Jct. R. of W. line,	5.41
Total mileage operated.....			224.58
			28.93
			1508.48

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.		State or territory.
		Owned.....	Owned.....	
Waterloo & Carondelet Turnpike and Ferry Co.,	Ferry and transfer...	Owned.....	Owned.....	Across the Mississippi river at Carondelet, Mo.
Missouri Pacific Elevator.....	Grain elevator.....	Owned.....	Owned.....	Carondelet, Mo.
Kansas Central Elevator.....	Grain elevator.....	Owned.....	Owned.....	Leavenworth, Kan.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstand- ing.	DIVIDENDS DE- CLARED DUR- ING YEAR.	
					Rate per cent.	Amount.
Capital stock: Total common .....	550000	\$100 00	\$55000000 00	\$47486575 00	1	\$474328 50

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Total num- ber of shares issued.	Total cash realized.
Issued for cash: Common .....		274276 00	\$27427600 00
Issued for capital stock, St. Louis, Iron Mountain & Southern Ry. exchanged...	37½	193089 75	.....
Issued one share capital stock with each collateral bond as a bonus (7000 bonds sold) .....		7000 00	.....
Total .....	37½	474367 75	\$27427600 00

# **FUNDED DEBT.** **MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Pacific R. R. of Mo., first mortgage....	Aug. 1, 1868	Aug. 1, 1888	\$700000	\$700000	\$700000	\$700000	4	February and August.	\$240000	\$276920
Pacific R. R. of Mo., second mortgage....	July 1, 1871	July 1, 1898	800000	300000	257800	300000	5	January and July.	128550	154765
do do St. Louis real estate	May 1, 1872	May 1, 1888	800000	800000	800000	800000	4	May and November	60000	64320
Pacific Carondelet Branch.....	Oct. 1, 1873	Oct. 1, 1898	500000	500000	245000	500000	6	April and October	14700	14250
Mo. Pac. Ry., third mortgage.....	Nov. 1, 1876	Nov. 1, 1906	4500000	4500000	882800	4500000	7	May and November	367950	273580
Mo. Pac. Ry., first mortgage....	Oct. 1, 1880	Oct. 1, 1920	650000	650000	650000	650000	5	February and August	32500	32500
Mo. Pac. Ry. Card., consol mtge.....	Nov. 1, 1880	Nov. 1, 1920	*3000000	14904000	14904000	14904000	6	May and November.	894240	897840
The Mo. Pac. Ry Trust 5 per cent.....	Jan. 1, 1887	Jan. 1, 1917	1600000	14876000	14876000	14876000	5	March and September	718800	719125
The Mo. collateral mortgage.....	Aug. 1, 1890	Aug. 1, 1920	1000000	7000000	7000000	7000000	5	February and August.	350000	346275
<b>Grand total.....</b>			<b>55000000</b>	<b>52730000</b>	<b>51376000</b>	<b>\$62780000</b>			<b>\$2746550</b>	<b>\$2778680</b>

\* The authorized issue of consolidated mortgage bonds provide for taking up of all prior issue of bonds, but the first, second, and St. Louis real estate mortgage bonds have been extended by agreement.

## **EQUIPMENT TRUST OBLIGATIONS.**

### **STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.	
	Original amount.	Amount Outstanding.	Amount accrued during year.	Amount paid during year.
"Miscellaneous obligations".....	\$21376000	\$21376000	\$1068800	\$1065400
				5



RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$31354000 00	\$30000000 00	\$1678050 00	\$1713280 00
Miscellaneous obligations.....	21376000 00	21376000 00	1068800 00	1065400 00
Total.....	\$52730000 00	\$51376000 00	\$2746850 00	\$2778680 00

CURRENT ASSETS AND LIABILITIES.

<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>		<i>Current Liabilities Accrued to and Including June 30, 1892.</i>	
Cash.....	\$595008 49	Loans and bills payable.....	\$4488073 26
Bills receivable.....	12200 00	Audited vouchers and accounts.....	1377349 48
Due from agents.....	436189 17	Wages and salaries .....	1056491 54
Due from solvent companies and individuals.....	5290560 62	Net traffic balances due to other companies.....	128788 22
United States account, transporting passengers, freight and mails.....	222606 78	Matured interest coupons unpaid (including coupons due July 1) .....	104837 50
Balance—current liabilities.....	755429 94	Rentals due July 1.....	13000 00
Total .....	\$7311995 00	Miscellaneous.....	143455 00
Materials and supplies on hand, \$990,343.57.		Total .....	\$7311995 00

# RECAPITULATION. A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$47436575 00	\$47436575 00	.....	1060.12	\$44746 42
Bonds—Grand total.....	51376000 00	51376000 00	.....	1060.12	48462 44
Total.....	\$98812575 00	\$98812575 00	.....	1060.12	\$93208 86

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPER- ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Leroy & Caney Valley Air Line R. R.....	\$540000 00	\$520000 00	\$13000 00	\$1073000 00	51.78	\$20722 29
Kansas City, So. W. Ry. of Mo.....	207000 00	407000 00	183810 00	797810 00	48.23	16541 78
Kansas & Colorado Pacific Ry.....	25498100 00	23532000 00	1887258 34	50917358 34	1801.62	31791 16
Kanopolis & Kansas Central Ry.....	300000 00	225000 00	67500 00	592500 00	14.16	41843 22
Kansas Southwestern Ry.....	397440 00	372000 00	122760 00	892200 00	24.91	35816 94
Rooks Co. R. R.....	500000 00	275000 00	107250 00	882250 00	18.25	48342 47
Pacific Ry. Co. in Nebraska.....	1095800 00	1095000 00	246375 00	2437175 00	73.00	33385 96
Nevada & Minden Ry.....	450000 00	.....	.....	450000 00	32.56	13820 64
Nevada & Minden of Kansas.....	675000 00	.....	.....	675000 00	41.15	16403 40
Osage Div. M. K. & T. Ry.....	.....	.....	Cannot tell.	.....	54.00	.....
Boonville, St. Louis & Southern Ry..	.....	.....	Cannot tell.	.....	43.95	.....
Total carried forward.....	.....	.....	.....	.....	2003.61	.....

RECAPITULATION—CONTINUED.  
B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Total brought forward.....	.....	.....	.....	.....	2003.61	.....
St. Louis, Oak Hill & Carondolet Ry.....	\$400000 00	\$400000 00	\$108000 00	\$908000 00	6.30	\$144126 98
Omaha Belt Ry.....	800000 00	.....	.....	800000 00	16.17	49474 34
*Fort Scott Central Ry.....	.....	.....	.....	.....	57.05	.....
*Nebraska Southern Ry.....	.....	.....	.....	.....	16.12	.....
*Omaha Southern Ry.....	.....	.....	.....	.....	25.50	.....
Grand total.....	.....	.....	.....	.....	2124.75	.....

\*These lines, on July 30, 1892, were still under construction, and no bonds or stock had yet been issued, although the contractors were possibly entitled to receive same.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES. Charged to construction or equipment.			
<b>Construction:</b>					
Right of way.....		\$8291 07	\$703703 69	\$711994 76	\$671 62
Other real estate.....			23386 10	23386 10	22 06
Fences .....	\$36454 03		36068 72	36068 72	34 02
Grading and bridge and culvert masonry .....	1263 68		2567269 13	2567269 13	2421 63
Bridges and trestles.....	17819 86		834607 77	834677 77	787 28
Rails .....			2305057 86	2305057 86	2174 34
Ties .....			788654 67	788654 67	743 93
Other superstructure.....	18887 30		315943 47	315943 47	298 03
Buildings, furniture, fixtures ..	76426 36		317981 13	317981 13	299 95
Shop machinery and tools.....	9657 48		962 47	962 47	90
Engineering expenses.....			213732 60	213732 60	201 61
Telegraph line .....			14772 63	14772 63	13 93
Sidings and yard extensions.....	46346 23				
Purchase of constructed road and equipment.....			32539190 81	32539190 81	30693 88
Other items .....	49929 99	528 03	770764 08	771292 11	727 55
Total construction and part of equipment .....	25674 93	\$8819 10	\$41432095 13	\$41440914 23	\$39090 78
<b>Equipment:</b>					
Locomotives .....		56000 00	2025775 74	2081775 74	1963 72
Passenger cars.....					
Sleeping, parlor & dining cars...		3821 95	770971 78	774793 73	730 85
Baggage, express & postal cars ..					
Combination cars .....					
Freight cars .....		397105 41	4581278 06	4978383 47	4696 06
Other cars of all classes.....			10521 67	10521 67	9 92
Total equipment, except as above.....		\$456927 36	\$7388547 25	\$7845474 61	7400 55
Grand total cost, construction, equipment, etc.....	\$256784 93	\$465746 46	\$48320642 38	\$49286388 84	\$46491 33

## INCOME ACCOUNT.

Gross earnings from operation .....	\$11224992 72	
Less operating expenses.....	7301140 20	
	<hr/>	
Income from operation.....		\$3923852 52
Interest on bonds owned.....	\$ 70425 00	
Dividends on stocks owned .....	181680 00	
Miscellaneous income, less expenses.....	252353 40	
Income from other sources .....		504058 40
	<hr/>	
Total income.....		\$4428310 92
Deductions from income:		
Interest on funded debt accrued. ....	\$2746850 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	187605 81	
Rentals.....	132300 00	
Taxes .....	284452 50	
Other deductions .....	1340156 19	
	<hr/>	
Total deductions from income.....		4691364 50
	<hr/>	
Deficit .....		\$263053 58
Dividends, four per cent, common stock, .....	\$474328 50	
	<hr/>	
Total .....		\$474328 50
	<hr/>	
Deficit from operations of year ending June 30, 1892.....		\$737382 08
Surplus on June 30, 1891. (From "General Balance Sheet," 1889 Report) .....		4254406 83
	<hr/>	
Surplus on June 30, 1892. (For entry on "General Balance Sheet").....		3517024 75

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$2109097 50		
Tickets redeemed.....		\$5778 12	
Excess fares refunded.....		3531 90	
Total deductions.....		\$14525 14	
Total passenger revenue.....			\$2094572 36
Mail.....			421217 33
Express.....			195595 64
Total passenger earnings.....			\$2711385 33
<b>Freight:</b>			
Freight revenue.....	\$7671752 31		
Over charge to shippers.....		\$222251 08	
Total deductions.....		\$222251 08	
Total freight revenue.....			\$7449501 23
Total freight earnings.....			\$7449501 23
Total passenger and freight earnings.....			\$10160886 56
<b>Other earnings from operations:</b>			
Car mileage—credit balance.....			327716 07
Switching charges—balance.....			235876 07
Rents from tracks, yards, and terminals.....			185336 08
Rentals not otherwise provided for.....			26986 48
Other sources.....			288191 46
Total other earnings.....			\$1064106 16
Total gross earnings from operation—entire line.....			\$11224992 72

## BONDS OWNED.

NAME.	Total par value.	Rate %	Income of dividends received.	Valuation.
<b>First Mortgage—</b>				
Kanapolis & Kansas Central Ry.....	\$225000 00	...	.....	\$121834 78
Leavenworth Union Depot & R. R. Co.	25000 00	...	.....	.....
Cape Girardeau Southwestern Ry.....	7500 00	6	\$225 00	6000 00
Kansas & Colorado R. R.....	2041000 00	...	.....	1632000 00
Denver, Memphis & Atlantic Ry.....	6561000 00	...	.....	4920000 00
Pueblo & State Line R. R.....	2270000 00	...	.....	1816000 00
Ft. Scott, Wichita & Western Ry.....	4666000 00	...	.....	4666000 00
Wichita & Colorado Ry.....	705000 00	...	.....	564000 00
Salina, Sterling & El Paso R. R.....	600000 00	...	.....	4800 0 00
Kansas & Southwestern Ry.....	372000 00	...	.....	298000 00
St. Louis & Carondelet Ry.....	400000 00	...	.....	320000 00
Kansas City & Southwestern Ry.....	550000 00	...	.....	440000 00
Kansas City & S. W. Ry. of Mo.....	407000 00	...	.....	325600 00
C. G., O. C. & O. Ry.....	1110000 00	...	.....	888000 00
Topeka, Salina & Western R. R.....	1273000 00	...	.....	1018400 00
Mo. Pacific Ry. in Kansas.....	300000 00	...	.....	240000 00
Council Grove, S. W. & W. Ry.....	417000 00	...	.....	333600 00
Kansas, Nebraska & Dakota Ry.....	2055000 00	...	.....	1644000 00
Grouse Creek Ry.....	376000 00	...	.....	300800 00
Rooks County R. R.....	275000 00	...	.....	220000 00
Pacific Ry. in Nebraska.....	1095000 00	...	.....	876000 00
Iron Mountain R. R. of Memphis.....	500000 00	4	20000 00	400000 00
Interstate Ry.....	1622000 00	...	.....	989059 09
Pacific R. R. of Mo., Card. Branch.....	15000 00	...	.....	13605 00
<b>Second Mortgage—</b>				
Ft. Scott, Wichita & Western Ry.....	1000000 00	...	.....	226002 78
Atchison Union Depot Co.....	4500 00	...	.....	4500 00
General Consol. Ry. & Ld. G. Mort. St. L., I. M. & S. Ry.....	1008000 00	5	50200 90	1061084 04
<b>Total.....</b>	<b>\$29880000 00</b>	<b>...</b>	<b>\$70428 00</b>	<b>\$23832902 48</b>

## STOCKS OWNED.

NAME.	Total par value.	Rate %	Income or Dividend Received.	Valuation.
St. Louis, Iron Mountain & So. Ry.....	\$25716105 00	...	.....	\$19286420 00
St. Louis, Oak Hill & Carondelet Ry ....	400000 00	...	.....	4444 00
Kansas & Colorado Pacific Ry.....	22177000 00	...	.....	752656 03
Pueblo & State Line R. R .....	1550000 00	...	.....	1125550 00
Rooks Co. R. R.....	440000 00	...	.....	3810 20
Pacific Ry. Co. in Nebraska.....	1095800 00	...	.....	109600 00
Kansas & Arkansas Valley Ry .....	843400 00	...	.....	422086 20
Iron Mountain R. R. of Memphis.....	700 00	...	.....	700 00
Missouri Pacific Ry. of Kansas.....	10000 00	...	.....	10000 00
Texas & Pacific Ry .....	6525000 00	...	.....	1340328 96
Sedalia, Warsaw & Southwestern Ry.....	373584 00	...	.....	197100 00
St. Joseph Union Depot Co.....	1000 00	...	.....	1000 00
Kansas City Union Depot Co.....	21000 00	...	.....	10076 20
Atchison Union Depot Co.....	9000 00	...	.....	9000 00
Leavenworth Union Depot Co.....	25000 00	20	\$5000 00	250 00
Atoka Coal and Mining Co.....	416300 50	...	.....	123734 00
Lexington Coal Mining Co.....	97500 00	...	.....	85702 85
Osage Coal & Mining Co.....	333333 33	...	.....	154600 00
Rich Hill Coal Mining Co.....	305500 00	...	.....	66081 00
Western Coal & Mining Co.....	1000000 00	...	.....	551992 88
Pacific Express Co .....	2400000 00	6	144000 00	2400000 00
American Refrigerator Transit Co .....	166500 00	...	10500 00	14985 00
Baring Cross Bridge Co.....	150000 00	7	.....	150000 00
Waterloo & Carondelet T. & F. Co.....	99800 00	...	.....	86523 69
Kansas Central Elevator Co.....	75000 00	...	.....	77949 66
Exposition and Music Hall Ass'n, St. Louis .....	5000 00	...	.....	5000 00
St. Louis and Miss. Valley Transp'tn' Co.	174000 00	7	12180 00	174000 00
Omaha Driving and Park Assoc'n .....	5000 00	...	.....	1250 00
Town Companies, McPherson Branch....	3500 00	...	.....	207 87
Carondelet Elevator & Grain Co .....	10000 00	...	10000 00	10000 00
Mahoney Frog Foot Guard Co.....	5000 00	...	.....	500 00
Kanopolis & Kansas Central Ry.....	265000 00	...	.....	2650 00
Omaha Belt Ry.....	800000 00	...	.....	746070 39
Nevada & Minden Ry.....	449500 00	...	.....	397647 43
Nevada & Minden Ry., of Kansas.....	674500 00	...	.....	478749 77
Le Roy & Caney Valley Air Line R. R...	360000 00	...	.....	9321 15
Kansas City & S. W. Ry.....	246000 00	...	.....	2460 00
Kansas City & S. W. Ry., of Mo.....	207000 00	...	.....	2070 00
Terminal R. R. Assoc'n of St. Louis.....	205600 00	...	.....	.....
Total.....	\$67651623 33	...	\$181680 00	\$27702185 36



## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks, yards, and terminals: St. Louis terminals and yards, and Carondelet Branch .....	St. Louis & San Francisco Ry. Co.....	.....	•
Grand total rentals received...	.....	.....	\$185336 08

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Missouri Pacific elevator.....	.....	.....	\$20611 28
Southwest Lead & Zinc Works .....	.....	.....	4515 60
Iron Mountain Car Trust certificates, series "E" .....	.....	.....	7650 00
Kansas Central Elevator Co., gross income.....	\$4800 00	\$2845 65	1954 35
Waterloo & Carondelet T. & Ferry Co.....	50673 28	27437 02	23236 26
Sleeping car earnings.....	.....	.....	103439 99
Receipts from U. S. P. O. D., not previously charged pending adjustment.....	.....	.....	204 51
Received from U. S. government acct. bridges burned during the civil war.....	.....	.....	54137 89
Miscellaneous credits, acct. cancellation of un- claimed vouchers, wages, pay checks, etc.....	.....	.....	36603 52
Total .....	.....	.....	\$252353 40

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway....	\$352165 16	\$523726 58	\$875891 74
Renewals of rails.....	36243 73	54399 34	90643 07
Renewals of ties.....	72202 56	106724 16	178926 72
Repairs of bridges and culverts .....	34120 89	50213 78	84334 67
Repairs of fences, road crossings, signs, and cattle guards....	20858 76	30945 02	51803 78
Repairs of buildings....	62712 73	83934 32	146647 05
Repairs of docks and wharves.....	31 97	48 30	80 27
Repairs of telegraph...	8301 59	12358 27	20659 86
Other expenses.....	5901 63	8650 57	14552 20
Total.....	\$592539 02	\$871000 34	\$1463539 36
Maintenance of equip- ment:			
Repairs and renewals of locomotives.....	\$156835 22	\$353704 51	\$510539 73
Repairs and renewals of passenger cars.....	304434 88.....		304434 88
Repairs and renewals of freight cars.....		595130 85	595130 85
Shop machinery, tools, etc.....	31747 29	47476 09	79223 38
Other expenses .....	20026 96	29712 45	49739 41
Total .....	\$513044 35	\$1026023 90	\$1539068 25
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen .....	\$213276 70	\$543763 22	757039 92

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Fuel for locomotives...	\$131877 19	\$419146 20	\$551023 39
Water-supply for locomotives.....	22058 07	32961 75	55019 82
All other supplies for locomotives .....	14571 14	30056 46	44627 60
Wages of other trainmen .....	129148 07	401579 62	530727 69
All other train supplies,	26874 56	18217 40	45091 96
Wages of switchmen, flagmen, and watchmen.....	.....	332392 19	332392 19
Expense of telegraph, including train dispatchers and operators.....	48826 22	148921 69	197747 91
Wages of station agents, clerks, and laborers..	109085 94	510015 14	619101 08
Station supplies.....	5415 57	20354 63	25770 20
Switching charges—balance.....	.....	114689 99	114689 99
Car mileage—balance..	6 50	9 75	16 25
Loss and damage.....	22322 90	75310 80	97633 70
Injuries to persons.....	15493 02	47420 21	62913 23
Other expenses.....	78760 30	241880 57	320640 87
Total.....	\$817716 18	\$2936719 62	\$3754435 80

Expense divided on train mileage basis: Passenger, 40 per cent; freight, 60 per cent.

General expenses:

Salaries of officers.....	\$21709 72	\$31911 68	\$53621 40
Salaries of clerks.....	32413 10	68275 30	100688 40
General office expenses and supplies.....	1715 62	2539 03	4254 65
Agencies, including salaries, and rent.....	41812 14	66454 30	108266 44
Advertising.....	26646 85	815 23	27462 08

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total
Commissions.....	\$34003 64	.....	\$34003 64
Insurance.....	15628 16	\$23282 00	38910 16
Rent for tracks, yards, and terminals.....	2952 82	4429 22	7382 04
Rentals not otherwise provided for.....	5232 39	7633 55	12865 94
Legal expenses.....	24705 59	36953 16	61658 75
Stationery and printing	19412 66	37355 27	56767 93
Other general expenses	16094 31	22121 05	38215 36
Total.....	\$242327 00	\$301769 79	\$544096 79
Recapitulation of expenses:			
Maintenance of way and structures.....	\$592539 02	\$871000 34	\$1463539 36
Maintenance of equip- ment.....	513044 35	1026023 90	1539068 25
Conducting transporta- tion.....	817716 18	2936719 62	3754435 80
General expenses.....	242327 00	301769 79	544096 79
Grand total .....	\$2165626 55	\$5135513 65	\$7301140 20

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guar- anteed.	Cash.	Total.
Boonville, St. Louis and So. Ry.....	.....	\$25000 00	\$25000 00
Hannibal and St. Joseph R. R.....	.....	13500 00	13500 00
Osage Div., M. K. and T. Ry.....	.....	27500 00	27500 00
Le Roy and Caney Valley Air Line R. R.	\$26000 00	.....	26000 00
Verdegris Valley, Ind. and W. Ry.....	40300 00	.....	40300 00
Total rentals—A.....	\$66300 00	\$66300 00	\$132300 00

## B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company own- ing property leased.	Total.
Tracks, yards and ter- minals.....	Atchison, Kan., to Cen- tral Branch Junction.	Central Branch Union Pacific R. R.	.....
Grand total rentals paid—A and B.....	.....	.....	\$7382 04

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.	ASSETS.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$48820642 88	{ Cost of road..... }	\$49286388 84	\$465746 46	
1288548 68	{ Cost of equipment. }	1409483 50	120889 82	
28622334 34	Other permanent investments.....	27702185 36		\$920148 78
28798183 19	Stocks of other companies owned.....	28832902 48	34719 29	
789941 68	Bonds of other companies owned.....	742044 43	2102 75	
7166940 05	Lands owned.....	6556565 06		610874 99
825190 40	Cash and current assets.....	990348 57	165153 17	
\$111261775 72	Other assets: Materials and supplies.....	\$110519863 24		\$741912 28
	Grand total.....			

JUNE 30, 1891.	LIABILITIES.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$47432850 00	Capital stock .....	\$47436575 00	\$3725 00	.....
51376000 00	Funded debt.....	51376000 00	.....	.....
7393616 24	Current liabilities .....	7311995 00	.....	\$81621 24
737116 66	Accrued interest on funded debt not yet pay- able.....	733116 66	.....	4000 00
67785 99	Other liabilities.....	145151 83	77365 84	.....
4254406 83	Sundries .....	8517024 75	.....	737382 08
\$111261775 72	Profit and loss.....	\$110519863 24	.....	\$741912 48
	Grand total .....			

## IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

The Omaha Southern Ry. Union Junction to Gilmore

Junction was taken for operation during the year ..... 25.50 miles

Additional mileage due to late advices from chief engin-

eer ..... 9.19 miles

Total mileage added during year..... 34.69 miles

37½ shares of capital stock were issued in exchange for 49½ shares of capital stock St. Louis, Iron Mountain & Southern Ry.

Investments in capital stock have decreased

as follows:

Atchison, Topeka & Santa Fe R. R.—

par value .....\$1350000 00

Kansas & Colorado Pacific Ry., par

value ..... 13000 00

Johnson County Coal Co., par value..... 8000 00

\$1371000 00

Less increase in capital stock :

St. Louis, Iron Mountain & So. Ry., par

value ..... \$4950 00

Leavenworth Union Depot and R. R.

Co., par value ..... 25000 00

Carondelet Elevator and Grain Co., par

value ..... 10000 00

Mahoney Frog Foot Guard Co., par

value ..... 15000 00

Le Roy and Caney Valley Air-Line R.

R., par value ..... 60000 00

Terminal R. R. Ass'n of St. Louis, par

value ..... 205600 00

Total.....\$320550 00

Net decrease..... \$1050450 00

Investments in bonds have been increased  
by the acquisition of:

First mortgage bonds Leavenworth	
Union Depot and R. R. Co., par value,	\$25000 00
Gen. consolidated Ry. and L. G. mtge.	
bonds, St. L., I. M. & S. Ry., par	
value .....	8000 00
Total.....	\$33000 00

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSI-  
NESS WITHIN STATE OF NEBRASKA.

EXPRESS COMPANIES.

Pacific Express Company, contract dated May 1, 1886, grants privilege to do a general express business. As compensation, we receive a per centage of the express company's gross earnings on the company's line of road.

MAIL ROUTES AND COMPENSATION.

Route No.	From—	To—	Miles.	Rate per mile.	Annual compensation.
145101	St. Louis .....	Atchison.....	36.70	656 64	\$314588 11
145008	Versailles .....	Boonville.....	293.53	820 80	2674 88
145033	Independence .....	Sedalia .....	283.20	175 00	7561 78
145040	Pleasant Hill .....	Japlin.....	44.06	84 65	22720 12
145047	Jefferson City .....	Bagnell.....	89.33	170 15	2196 23
145058	Nevada.....	Chitopa.....	133.53	48 74	6281 51
145059	Boonville .....	Myrick.....	45.06	81 23	4293 81
145070	Tower Grove Station .....	Oak Hill Junction .....	77.33	53 01	3009 60
145075	Rich Hill .....	Fort Scott .....	81.00	427 50	3443 90
155031	Pavola .....	Le Roy .....	7.04	125 09	6935 45
155033	Otanatomie .....	Ottawa .....	27.40	117 99	2836 14
155040	Atchison .....	Omaha .....	21.40	132 53	16622 64
155063	Le Roy .....	Deering .....	166.16	100 04	6352 40
155067	Ottawa .....	Council Grove, owned by Mo. Pac. Ry., .55 miles. Terminal at Ottawa, .26 miles.....	81.64	77 81	103 88
(Part of)					2403 64
155078	Sidell .....	Peru .....	.81	128 25	8136 45
155091	Kansas City .....	Paola .....	52.06	46 17	2926 15
157040	Weeping Water .....	Lincoln.....	54.07	150 48	2798 75
157047	Weeping Water .....	Nebraska City .....	35.65	82 08	2576 59
157048	Nebraska City .....	Auburn .....	25.18	111 15	2505 15
157059	Talmage .....	Crete .....	22.83	112 86	600 00
155102	Fort Scott.....	Cornell .....	58.60	42 75	
			29.99	20 01	



## SLEEPING CARS.

Pullman Palace Car Company furnish sleeping cars under contract of date November 1, 1886, and receive for their use three cents per car mile run.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

American Refrigerator Transit Company, of Illinois, contract dated July 1, 1881. This company furnishes refrigerator cars and receives a mileage compensation for their use over this company's line and a commission from the revenue derived from shipments hauled in their cars.

## OTHER RAILROAD COMPANIES.

Central Branch, Union Pacific R. R. Co. This road was leased to the Mo. Pac. Ry. Co., September 30, 1885, for twenty-five years from December 31, 1885. Net earnings above expense of operation, maintenance, renewals, and taxes, payable to the lessor company.

## EXPLANATORY REMARKS.

Missouri, Kansas & Texas Ry. Co. leased to this company the Osage divisions extending from Holden, Mo., to Paola, Kan., February 1, 1890, until termination of a receivership, at an annual rental of \$27,500, payable monthly.

Boonville, St. Louis & Southern Ry. leased to this company for thirty years from July 1, 1880, at an annual rental of \$25,000.

Hannibal & St. Joseph R. R. Co. The Mo. Pac. Ry. Co, acquired by lease dated February 16, 1880, the joint use of their track between Winthrop and St. Joseph, Mo., and terminal facilities at St. Joseph, Mo. for twenty-five years, paying therefor an annual rental of \$13,500, and proportion of cost of maintenance of track, etc.

Verdigris Valley, Independence, and Western Div. of the Kansas & Colorado Pacific Ry. was leased to the Mo. Pac. Ry. Co. September 27, 1886, for a term of forty years for a rental of \$500 per mile per annum, together with taxes and expense of maintenance.

LeRoy & Caney Valley Air Line R. R. Co., leased to the Mo. Pac.

Ry. Co., Oct. 13, 1886, for a term of forty years for a rental of \$500 per mile per annum, together with taxes and expense of maintenance, etc.

St. Louis & San Francisco Ry. Co., agreement dated January 1, 1885, St. Louis & S. F. Ry. acquired joint use of terminal facilities at St. Louis and Corondolet for a fixed monthly rental and proportion of expense of maintenance, etc.

#### TELEGRAPH COMPANIES.

Western Union Telegraph Company contract to furnish battery force, instruments, and all material necessary to keep telegraph line in working order for use of railway company in transmitting its business by telegraph, and with the railway company bears jointly the expense of receiving and transmitting all the telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires the same.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
Aug. 1, '68, Pac. Ry. of Mo., 1st mtge.....	St. Louis, Mo.....	Western boundary of state of Missouri, at Kansas City, Mo.....	283	\$24734.98	All owned July 15, '68.		
July 1, '71, Pac. R. R. of Mo., 2d mtge.....	St. Louis, Mo....	Western boundary of state of Missouri, at Kansas City, Mo.....	283	9091.87	All owned July 1, '71.		
Oct 1, '73, Pac. R. R. of Mo., Carondelet Branch mtge.....	Kirkwood, Mo....	Mississippi River, at Carondelet, Mo.....	13	18846.15			
Nov. 1, '76, Mo. Pacific Ry., 3d mtge....	St. Louis, Mo....	Western boundary of state of Missouri, at Kansas City, Mo.....	283	12932.43	All owned Nov. 1, 1876, and subsequently acquired.	All at date and subsequently derived.	All owned and subsequently acquired.
	Kirkwood, Mo....	Mississippi River at Together with all subsequent acquisitions.....	13				
Oct. 1, '80, The Mo. Pac. Ry. (Lex. Div.), 1st. mtge.....	Lexington, Mo....	Sedalia, Mo.....	55	11818.18		All from this property.	

## SECURITY FOR FUNDED DEBT.—CONTINUED.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
		Miles.				
Nov. 1, '80, The Mo. Pac. Ry., consol'd, 1st mtge. ....	Mississippi River at St. Louis, Mo.	Western boundary of state of Missouri, at Kansas City, Mo. ....	284			
	Kirkwood, Mo. ....	Mississippi River at Carondelet, Mo. ....	11.75	All owned and subsequently acquired.	All at date and subsequently derived.	All owned and subsequently acquired.
	Sedalia, Mo. ....	Lexington, Mo. ....	55			
	Lexington, Mo. ....	Kansas City, Mo. ....	43			
	Pleasant Hill, Mo. ....	Carthage, Mo. ....	115.50			
	Paola, Kans. ....	Leroy Jct., Kans. ....	61			
	Oswatimie Jct., Kans. ....	Ottawa, Kans. ....	20			
	State Line at Kas City. ....	Atchison, Kans. ....	47.50			
	Atchison, Kas ....	Papillion, Neb. ....	147.00			
	Together with all subsequent acquisitions (see 1080.12 miles reported owned).		13864.19			

(See next page.)

SECURITY FOR FUNDED DEBT—CONCLUDED.

CLASS OF BONDS OR OBLIGATIONS.	No. of \$1000 Bonds.	FIRST MORTGAGE BONDS.	Miles.
January 1, 1887. The Missouri Pacific Ry Trust 5 per cent mortgage.	4666 705 600 6561 372 2041 2270	Fort Scott, Wichita and Western Ry..... Wichita & Colorado Ry..... Salina, Sterling and El Paso R. R..... Denver, Memphis, and Atlantic Ry..... Kansas Southwestern Ry..... Kansas and Colorado R. R..... Pueblo and State Line R. R.....  Total.....	309.25 46.47 40.10 411.56 24.91 136.02 152.12  1120.43
August 1, 1890. The Missouri Pacific Ry. First collateral mortgage.	400 550 407 1110 1273 300 417 2055 376 275 1095 500	St. Louis, Oak Hill and Carondolet Ry..... Kansas City and So. W. Ry..... Kansas City and So. W. of Mo..... Council Grove, Osage City and O. Ry..... Topeka, Saline, and Western R. R..... Missouri Pacific Ry. in Kansas..... Council Grove, Smoky Valley & W. Ry..... Kansas, Nebraska and Dakota Ry..... Grouse Creek Ry..... Rooks County R. R..... Pacific Ry. in Nebraska..... Iron Mountain R. R. of Memphis.....	6.30 27.53 20.70 69.53 51.73 19.42 27.30 131.00 25.07 18.25 73.00 1.07 470.90

EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	46	\$20952 72	\$1 27
General office clerks.....	533	30537 24	16
Station agents .....	47	20910 00	1 30
Other station men .....	53	27681 00	1 64
Enginemen.....	59	64714 20	3 62
Firemen .....	62	36768 00	2 17
Conductors .....	47	36680 40	3 12
Other trainmen .....	110	53923 80	2 15
Machinists .....	8	5134 20	2 93
Carpenters .....	11	7484 60	2 41
Other shopmen .....	36	18200 40	1 88
Section foremen .....	46	24245 40	1 49
Other trackmen.....	589	142282 20	1 23
Switchmen, flagmen, and watchmen.....	40	31621 20	2 47
Telegraph operators and dispatchers .....	84	27700 44	1 00
All other employes and laborers .....	306	60045 60	61
Total (including "general officers")—Nebraska...	2077	\$608861 40	\$1 02
Less "general officers" .....	46	20952 72	1 27
Total (excluding "general officers")—Nebraska...	2031	\$587908 68	\$1 01
Total (including "general officers")—entire line..	9017	\$4370536 04	\$1 82

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
ENTIRE LINE.

Passenger traffic:

- Number of passengers carried earning revenue, 3048947.
- Number of passengers carried one mile, 96269867.
- Average distance carried, 31.6 miles.
- Total passenger revenue, \$2094572.36.
- Average amount received from each passenger, \$0.68698.
- Average receipts per passenger per mile, \$0.02176.
- Estimated cost of carrying each passenger one mile, \$0.02250.
- Passenger earnings per mile of road, \$1797.43.
- Passenger earnings per train mile, \$0.96347.
- Total passenger earnings, \$2711385.33.

**Freight traffic:**

Number of tons carried of freight earning revenue, 4998159.

Number of tons carried one mile, 841920318.

Average distance haul of one ton, 168.4 miles.

Total freight revenue, \$7449501.23.

Average amount received for each ton of freight, \$1.49045.

Average receipts per ton per mile, \$0.00885.

Estimated cost of carrying one ton one mile, \$0.00610.

Freight earnings per mile of road, \$4938.42.

Freight earnings per train mile, \$1.74286.

Total freight earnings, \$7449501.23.

**Passenger and freight:**

Passenger and freight revenue, \$9544073.59.

Passenger and freight revenue per mile of road, \$6326.95.

Passenger and freight earnings, \$10160886.56.

Passenger and freight earnings per mile of road, \$6735.84.

Gross earnings from operation, \$11224992.72.

Gross earnings from operation per mile of road, \$7441.26.

Expenses, \$7301140.20.

Expenses per mile of road, \$4840.06.

**Train mileage:**

Miles run by passenger trains, 2743724.

Miles run by freight trains, 4062884.

Miles run by mixed trains, 281894.

Total mileage trains earning revenue, 7088502.

Miles run by switching trains, 2242729.

Miles run by construction and other trains, 178204.

Grand total train mileage, 9509435.

Mileage loaded freight cars—north or east, 37889814.

Mileage loaded freight cars—south or west, 31378585.

Mileage empty freight cars—north or east, 7861633.

Mileage empty freight cars—south or west, 16106760.

Average number of freight cars in train, 21.8.

Average number of loaded cars in train, 16.2.

Average number of empty cars in train, 5.6.

Average number of tons of freight in train, 197.

Average number of tons freight in each loaded car, 12.2.

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Per cent
Products of agriculture:		
Grain, bulk .....	1115741	22.32
Flour.....	94471	1.89
Cotton.....	416	.01
Other articles .....	123285	2.47
Sacked grain.....	100391	2.01
Products of animals:		
Live stock.....	383788	7.68
Other articles.....	97914	1.96
Products of mines:		
Anthracite coal ... }	1187059	23.75
Bituminous coal.. }		
Products of forests:		
Lumber .....	388701	7.78
Other articles ..	121221	2.42
Manufactures:		
Iron, ore.....	5460	.11
Iron, pig.....	8961	.18
Merchandise and manufactures.....	579305	11.59
Miscellaneous: Other commodities not mentioned above.....	791446	15.83
Total tonnage—Nebraska.....		
Total tonnage—entire line .....	4998159	100



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Passenger.....		78	78	Westinghouse		
Freight.....		194	17	Westinghouse		
Switching.....	8	50				
Leased.....		1				
<b>Total.....</b>	<b>8</b>	<b>323</b>	<b>95</b>			
<b>Cars in passenger service:</b>						
First class passenger cars	1	98	98	Westinghouse	98	Miller.
Second class passenger cars						
Combination passenger cars.....	2	48	48	Westinghouse	48	Miller.
Parlor cars.....		2	2	Westinghouse	2	Miller.
Sleeping cars.....		56	56	Westinghouse	56	Miller.
Baggage, express, and postal cars.....		57	57	Westinghouse	57	Miller.
Other cars in passenger service (chair).....		48	48	Westinghouse	48	Miller.
<b>Total.....</b>	<b>3</b>	<b>309</b>	<b>309</b>		<b>309</b>	
<b>Cars in freight service:</b>						
Box cars.....	402	5619				
Flat cars.....		820				
Stock cars.....		941				
Coal cars.....	453	4304				
Refrigerator cars.....		369				
Other cars (fruit).....		15				
<b>Total.....</b>	<b>855</b>	<b>12068</b>				
<b>Cars in company's service:</b>						
Derrick cars.....		8				
Caboose cars.....		146				
Other road cars.....	1	32				
		7	7	Westinghouse	7	Miller.
<b>Total.....</b>	<b>1</b>	<b>193</b>	<b>7</b>		<b>7</b>	
<b>Total owned.....</b>	<b>859</b>	<b>12570</b>	<b>316</b>		<b>316</b>	
<b>Grand total.....</b>	<b>859</b>	<b>12570</b>	<b>316</b>		<b>316</b>	

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK			Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.	Line of proprietary companies.					Iron.	Steel.
Miles of single track.....	482.11	578.01	194.85	224.58	28.93	1508.48	28.58	56.12	1452.36
Miles of second track.....	30.00	..	3.70	.....	.....	33.70	.....	.....	33.70
Miles of yard track and sidings.	204.14	104.67	89.44	18.18	20.00	436.43	4.94	170.24	261.19
Total mileage operated (all tracks).	716.25	682.68	287.99	237.76	48.93	1973.61	33.49	226.36	1747.25

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK			Line operated under lease.	New line constructed during year.	Total mileage excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.	Line of proprietary companies.					Iron.	Steel.
I. Mileage operated by road making this report:									
Missouri.....	284.74	376.78	60.18	64.65	.....	786.35	21.63	56.12	730.23
Kansas.....	94.50	82.87	76.88	150.93	.....	413.68	1.89	.....	413.68
Nebraska.....	102.87	118.86	57.79	.....	28.55	279.52	8.41	.....	279.52
Total mileage operated (single track).....	482.11	578.01	194.85	224.58	28.55	1479.55	28.93	56.12	1423.43
II. Mileage owned by road making this report:									
Missouri.....	284.74	376.78	.....	.....	.....	661.52	.....	37.89	524.13
Kansas.....	94.50	82.87	.....	.....	.....	176.87	.....	.....	176.87
Nebraska.....	102.87	118.86	.....	.....	.....	221.73	.....	.....	221.73
Total mileage owned (single track).....	482.11	578.01	.....	.....	.....	1060.12	.....	37.89	1022.73

## RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

## NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel.....	1965 185585	56 pounds. 63     "	\$30 20 34 27
Total Steel.....	187550		\$34 23

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak.....	24470	\$0 53
Total.....	24470	\$0 53

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of hard wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	9217.09	103	9285 $\frac{3}{4}$	276506	67.16
Freight .....	32081	535	32437 $\frac{3}{4}$	641617	101.11
Switching .....	11553	192	11681	288834	80.88
Construction.....	1029	17	1040 $\frac{1}{2}$	27495	75.67
Total .....	53880	847	544440 $\frac{3}{4}$	1234452	88.20
Average cost at dist'b. point ...	\$1.29	\$2.28			

ANNUAL REPORT  
OF THE  
PACIFIC RAILWAY COMPANY IN NEBRASKA.  
FOR THE YEAR ENDING JUNE 30, 1892.

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HISTORY.

Name of common carrier making this report? The Pacific Railway in Nebraska.

Date of organization? March 29, 1887.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Incorporated under the general railroad and corporation law of the state of Nebraska. Compiled Statutes of Nebraska, 1881, chap. 16, sec. 72 *et seq.*

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. By consolidation agreement dated September 19, 1887, the Pacific Railway Company in Kansas, a railroad corporation organized under the general railroad law of the state of Kansas, by articles of association filed with the secretary of the state of Kansas, on the 31st day of March, 1887, was consolidated with the Pacific Railway in Nebraska. This consolidation was by purchase of the Kansas corporation, with all of its rights, property, and franchises, under act of the legislature of the state of Kansas, approved March 4, 1887 (Session Laws of Kansas 1887, chap. 186, page 2797, and act of the legislature of the state of Nebraska, approved March 14, 1887 (Session Laws, Nebraska, 1887, chap. 58, page 5367).

## ORGANIZATION.

## NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Edwin Gould, 195 Broadway, New York City, June, 1893.  
 C. M. Rathburn, Atchison, Kansas, June, 1893.  
 H. R. Howe, Auburn, Nebraska, June, 1893.  
 W. P. McCreary, Hastings, Nebraska, June, 1893.  
 J. W. Waggoner, Atchison, Kansas, June, 1883.  
 S. H. H. Clark, Sixth and Locust streets, St. Louis, Mo., June, 1893.  
 E. G. Merriam, Sixth and Locust streets, St. Louis, Mo., June, 1893.

Total number of stockholders at date of last election? 8.

Date of last meeting of stockholders for election of directors? June 6, 1892.

Give post-office address of general office. Hastings, Neb., and St. Louis, Mo.

Give post-office address of operating office. St. Louis, Mo.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

President—Edwin Gould, 195 Broadway, New York City.  
 Vice President and General Manager—S. H. H. Clark, Sixth and Locust Sts., St. Louis, Mo.  
 Secretary—Geo. C. Smith, Sixth and Locust Sts., St. Louis, Mo.  
 Treasurer—A. H. Calef, 195 Broadway, New York City.  
 Assistant Secretary and Assistant Treasurer—W. P. McCreary, Hastings, Nebraska.  
 General Solicitor—Alexander G. Cochran, Sixth and Locust Sts., St. Louis, Mo.  
 Attorney, or General Counsel—B. P. Waggoner, Atchison, Kansas.  
 General Auditor—C. G. Warner, Seventh and Poplar Sts., St. Louis, Mo.  
 Assistant General Manager—Geo. C. Smith, Sixth and Locust Sts., St. Louis, Mo.

Chief Engineer—James W. Way, Sixth and Locust Sts., St. Louis, Mo.

General Superintendent—A. W. Dickinson, Sixth and Locust Sts., St. Louis, Mo.

Superintendent—C. M. Rathburn, Atchison, Kansas.

Superintendent of Telegraph—C. W. Hammond, Sixth and Locust Sts., St. Louis, Mo.

Freight Traffic Manager—C. A. Parker, Sixth and Locust Sts., St. Louis, Mo.

General Freight Agent—W. C. Stith, Sixth and Locust Sts., St. Louis, Mo.

General Passenger and Ticket Agent—H. C. Townsend, Sixth and Locust Sts., St. Louis, Mo.

General Baggage Agent—J. C. Nicholas, Union Depot, St. Louis, Mo.

#### PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Pacific Railway Co. in Neb.....	Warwick, Kas.	Prosser, Neb...	73	73

#### CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common.....	10958	\$100	\$2000000	\$1095800

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued for construction: Common .....	10958	\$1095800	
Total.....	10958	\$1095800	

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Total mortgage bonds.....	\$1095000	\$1095000	\$54750	.....

CURRENT ASSETS AND LIABILITIES.

<i>Current Liabilities Accrued to and Including June 30, 1890.</i>	
Audited vouchers and accounts.....	\$184265 09
Matured interest coupons unpaid (including coupons due July 1).....	261584 55
Balance—current liabilities.....	\$445849 64
Total .....	\$445849 65
Total.....	
\$445849 64	

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTAND- ING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$1095900	\$1095900	.....	73	\$15010 98
Bonds .....	1095000	1095000	.....	73	15000 00
Total .....	\$2190900	\$2190900	.....	73	\$30010 98

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1892.	Total cost to June 30, 1891.	Cost per mile.
	Included in oper- ating expenses.	Charged to income ac- count as permanent improve- ments.	Charged to construct- ion or equipment	Not included in operating expenses			
Total construction .....	.....	.....	.....	.....	\$2190900 00	\$2190900 00	\$30010 98



## INCOME ACCOUNT.

Gross earnings from operation.....	\$27291 25	
Less operating expenses .....	50720 51	
	<hr/>	
Deficit.....		\$23429 26
Deductions from income:		
Interest on funded debt accrued....	\$54750 00	
Taxes .....	90670 04	
	<hr/>	
Total deductions from income .....		63817 04
		<hr/>
Deficit .....		\$87246 30
		<hr/>
Deficit from operations of year ending June 30, 1892...		\$87246 30
		<hr/>
Deficit on June 30, 1891. [From "General Balance Sheet," 1891 Report.].....		358603 34
Deficit on June 30, 1892. [For entry on "General Balance Sheet."].		\$445849 64

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Item.	Actual earnings.
Passenger:	
Total passenger revenue .....	\$6539 83
Mail .....	3475 60
Express.....	420 21
	<hr/>
Total passenger earnings .....	\$10435 64
	<hr/>
Total freight revenue.....	\$16421 03
	<hr/>
Total freight earnings.....	\$16421 03
	<hr/>
Total passenger and freight earnings .....	\$26856 67
Rentals not otherwise provided for .....	32 00
Other sources.....	402 58
	<hr/>
Total other earnings.....	\$434 58
	<hr/>
Total gross earnings from operation—entire line..	\$27291 25

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures :			
Repairs of roadway .....	\$2954 53	\$9083 46	\$12037 99
Repairs of bridges and culverts...	75 79	235 02	310 81
Repairs of fences, road crossings, signs, and cattle guards.....	541 23	1658 67	2199 90
Repairs of buildings.....	83 11	871 58	954 69
Repairs of telegraph.....	66 61	204 91	271 52
Other expenses .....	59 36	179 15	238 51
Total .....	\$3780 53	\$12232 79	\$16013 42
Maintenance of equipment:			
Repairs and renewals of passen- ger cars.....	\$242 38	.....	\$242 38
Repairs and renewals of freight cars.....	.....	\$107 41	107 41
Total .....	\$242 38	\$107 41	\$349 79
Conducting transportation :			
Wages of enginemen, firemen, and roundhousemen.....	\$1269 14	\$3849 71	\$5118 85
Fuel for locomotives.....	1783 80	5344 03	7127 83
Water supply for locomotives.....	171 38	528 81	700 19
All other supplies for locomotives,	44 74	136 09	180 83
Wages of other trainmen.....	957 64	2835 62	3793 26
All other train supplies.....	111 65	20 50	132 15
Expense of telegraph, including train dispatchers and operators,	506 59	1521 29	2027 88
Wages station agents, clerks, and laborers .....	667 95	3183 08	3851 03
Station supplies.....	71 20	242 45	313 65
Car mileage—balance.....	3409 42	3462 27	6871 69
Loss and damage.....	107 69	345 66	453 35

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Injuries to persons.....	.....	\$108 00	\$108 00
Other expenses .....	\$50 46	1092 74	1143 20
Total .....	\$9151 66	\$22670 25	\$31821 91

## General expenses :

Salaries of officers.....	\$87 93	\$271 35	\$359 25
Salaries of clerks.....	131 62	432 22	563 85
General office expenses and sup- plies .....	3 61	4 42	8 03
Agencies, including salaries and rent .....	56 54	130 32	186 86
Advertising .....	47 84	1 55	49 39
Commissions .....	63 94	.....	63 94
Insurance .....	18 92	58 49	77 41
Rentals not otherwise provided for .....	5 92	18 21	24 13
Legal expenses.....	221 10	681 42	90 252
Stationery and printing.....	58 22	129 46	187 68
Other general expenses.....	27 47	84 83	112 30
Total .....	\$723 12	\$1812 27	\$2535 39

## Recapitulation of expenses :

Maintenance of way and struct- ures .....	\$3780 63	\$12232 79	\$16013 42
Maintenance of equipment.....	242 38	107 41	349 79
Conducting transportation .....	9151 66	22670 25	35821 92
General expenses.....	723 12	1812 27	2535 39
Grand total .....	\$13897 79	\$36822 72	\$50720 51

## Percentage of expenses to earnings,

entire line .....	50.92	134.43	185.85
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## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
ASSETS.				
Total.		Total.	Increase.	Decrease.
\$2190800 00	Cost of road .....	\$2190800 00	.....	.....
858603 34	Profit and loss.....	445849 64	\$87246 30	.....
\$2549403 34	Grand total .....	\$2636649 64	\$87246 30	.....
JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
LIABILITIES.				
Total.		Total.	Increase.	Decrease.
\$1095800 00	Capital stock .....	\$1095800 00	.....	.....
1095000 00	Funded debt .....	1095000 00	.....	.....
358603 34	Current liabilities .....	445849 64	\$87246 30	.....
\$2549403 34	Grand total .....	\$2636649 64	\$87246 30	.....

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

## EXPRESS COMPANIES.

Pacific Express Company, contract dated May 1, 1886, grants privilege to do a general express business; as compensation we receive a per centage of the express company's gross earnings on this company's line of road.

## MAILS.

Mail route and compensation: Route No. 155094. From Warwick, Kansas, to Prosser, Neb. Miles, 72.59. Rate per mile, \$47.88. Annual compensation, \$3475.60.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

American Refrigerator Transit Company, of Illinois. Contract dated July 1st, 1881. This company furnishes refrigerator cars and and receives a mileage compensation for their use over this company's line, and a commission from the revenue derived from shipments hauled in their cars.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company contract to furnish battery force, instruments, and all material necessary to keep telegraph line in

working order for use of railway company in transmitting its business by telegraph, and we, the railway company, bear jointly the expense of receiving and transmitting all telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires same.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.....	Warwick, Kas.	Prosser, Neb.	78	\$15000	All that may be hereafter acquired.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compensation.	Av. daily compensation.
General officers .....	44	\$1214 28	\$0 08
General office clerks .....	530	476 52	02
Station agents .....	10	2990 40	1 03
Other station men .....	1	300 00	83
Enginemen.....	2	2228 40	3 10
Firemen .....	2	1252 80	1 74
Conductors .....	2	1576 80	2 19
Other trainmen .....	4	2102 40	1 46
Section foremen .....	11	5940 00	1 45
Other trackmen.....	27	7312 80	1 15
Telegraph operators and dispatchers .....	21	1826 28	27
All other employees and laborers .....	189	2422 44	03
Total (including "general officers")—Nebraska.....	843	\$29643 12	10
Less "general officers" .....	44	1214 28	08
Total (excluding "general officers")—Nebraska .....	799	\$28428 84	\$0 10
Distribution of above:			
General administration.....	769	\$1957 92	\$0 07
Maintenance of way and structures .....	39	13792 80	1 28
Maintenance of equipment.....	2	1167 60	2 03
Conducting transportation .....	33	12724 80	1 29
Total entire line (including "general officers")—Nebraska .....	843	\$29643 12	\$0 10
Less "general officers" .....	44	1214 28	08
Total (excluding "general officers")—Nebraska .....	799	\$28428 84	\$0 10

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 9218.  
Number of passengers carried one mile, 226976.  
Average distance carried, 24.6 miles.  
Total passenger revenue, \$6539.83.  
Average amount received from each passenger, \$0.70946.  
Average receipts per passenger per mile, \$0.02881.  
Estimated cost of carrying each passenger one mile, \$0.06123.  
Total passenger earnings, \$10435.64.  
Passenger earnings per mile of road, \$142.95.  
Passenger earnings per train mile, \$0.79238.

Freight traffic:

Number of tons carried of freight earning revenue, 26393.  
Number of tons carried one mile, 1289132.  
Average distance haul of one ton, 48.8 miles.  
Total freight revenue, \$16421.03.  
Average amount received for each ton of freight, \$0.62217.  
Average receipts per ton per mile, \$0.01274.  
Estimated cost of carrying one ton one mile, \$0.02856.  
Total freight earnings, \$16421.03.  
Freight earnings per mile of road, \$224.95.  
Freight earnings per train mile, \$0.40870.

Passenger and freight:

Passenger and freight revenue, \$22960.86.  
Passenger and freight revenue per mile of road, \$314.53.  
Passenger and freight earnings, \$26856.67.  
Passenger and freight earnings per mile of road, \$367.90.  
Gross earnings from operation, \$27291.25.  
Gross earnings from operation per mile of road, \$373.85.  
Expenses, \$50720.51.  
Expenses per mile of road, \$694.80.

Train mileage:

Miles run by freight trains, 670.  
Miles run by mixed trains, 52679.  
Total mileage trains earning revenue, 53349.

Miles run by switching trains, 2865.  
 Miles run by construction and other trains, 2236.  
 Grand total train mileage, 58450.  
 Mileage of loaded freight cars—north or east, 57136.  
 Mileage of loaded freight cars—south or west, 73879.  
 Mileage of empty freight cars—north or east, 33211.  
 Mileage of empty freight cars—south or west, 11548.  
 Average number of freight cars in train, 4.4.  
 Average number of loaded cars in train, 3.3.  
 Average number of empty cars in train, 1.3.  
 Average number of tons of freight in train, 32.1.  
 Average number of tons of freight in each loaded car, 9.8.

### FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

Commodity.	Total freight tonnage. Whole tons. Per cent.	
Products of agriculture:		
Grain, bulk .....	14866	56.33
Flour .....	319	1.21
Other articles .....	784	2.97
Sacked grain .....	71	.27
Products of animals:		
Live stock .....	1474	5.58
Products of mines:		
Anthracite coal .....	2698	10.22
Products of forest:		
Lumber .....	2010	7.6
Other articles .....	100	.38
Merchandise and manufactures .....	2439	9.24
Miscellaneous:		
Other commodities not mentioned above.....	1632	6.18
Total tonnage—entire line .....	26393	100.00

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock. Main line.	Total mileage operated.	Rails—steel.
Miles of single track.....	73	73	73
Miles of yard track, sidings, and spurs.....	3.27	3.27	3.27
Total mileage operated (all track).....	76.27	76.27	76.27

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	Line represented by capital stock. Main line.	Total mileage, ex- cluding trackage rights.	Rails—steel.
I. Mileage operated by road making this report:			
Kansas.....	1.74	1.74	1.74
Nebraska.....	71.26	71.26	71.26
Total mileage operated (single track).....	73	73	73
II. Mileage owned by road making this report:			
Kansas.....	1.74	1.74	1.74
Nebraska.....	71.26	71.26	71.26
Total mileage owned (single track) .....	73	73	73

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Coal—tons, bi- tuminous.	Wood—cords, hard.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	490.05	8.30	496	15246	65.07
Freight.....	1416.10	22.20	1430.90	39891	71.74
Switching.....	55.00	.....	55.00	2865	38.39
Construction .....	10.70	.10	10.80	448	48.21
Total.....	1972.30	30.60	1992.70	58450	68.18
Average cost at distributing point.....	\$3 59	\$2 78	.....	.....	.....



ANNUAL REPORT  
OF THE  
KANSAS CITY, WYANDOTTE & NORTHWESTERN  
RAILROAD.

[NEWMAN ERB, RECEIVER.]

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report? Kansas City, Wyandotte & Northwestern Railway Company.

Date of organization? March 28, 1887.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the state of Kansas.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of the same. The Kansas City, Wyandotte & Northwestern Railway Company, organized under the laws of the state of Kansas, November 23, 1885. Consolidated with the Leavenworth & Olathe Railroad Company, chartered under the laws of the state of Kansas September 24, 1886. Consolidated the 28th day of March, 1887, under the name of the Kansas City, Wyandotte & Northwestern Railroad Company and the Leavenworth Rapid Transit Railway Company, chartered under the laws of the state of Kansas March 8, 1887, and November 1, 1888, consolidated. Also the Kansas City & Beatrice Railroad Company, chartered under the laws of Nebraska, June 29, 1889. Operated by the Kansas City, Wyandotte & Northwestern Railroad Company December 1, 1889, and Lawrence, Emporia & Southwestern Ry., leased.

Date and authority for each consolidation? March 28, 1887, general laws of Kansas. November 1, 1888, general laws of Kansas.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. On March 24, 1890, the road and property of the company in the hands of a receiver in a suit for foreclosure by the Farmers Loan and Trust Company, trustee of the mortgage of January 2, 1888, and Newman Erb appointed receiver.

## ORGANIZATION.

### NAMES OF DIRECTORS, AND POST-OFFICE ADDRESS.

B. P. Waggoner, Atchison, Kansas.

W. P. Waggoner, Atchison, Kansas.

J. W. Waggoner, Atchison, Kansas.

Geo. C. Smith, St. Louis, Mo.

A. Martin, Atchison, Kansas.

D. Kelso, Atchison, Kansas.

C. M. Rathburn, Atchison, Kansas.

Elijah Robinson, New York City.

E. J. Merriam, New York City.

George J. Gould, New York City.

A. N. Calef, New York City.

Guy Phillips, New York City.

J. N. Orr, Atchison, Kansas.

Total number of stockholders at date of last election? 108.

Date of last meeting of stockholders for election of directors? June 17, 1892.

Give post-office address of general office. Kansas City, Kansas.

Give post-office address of operating office. Kansas City, Kansas.

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## OFFICERS.

### TITLE, NAME, AND LOCATION OF OFFICE.

Receiver—Newman Erb, Kansas City, Kan.

Secretary—W. P. Waggoner, Atchison, Kan.

Cashier—W. F. Shippey, Kansas City, Kan.

General Attorney—M. Summerfield, Lawrence, Kan.

Auditor, Acting—L. F. Moore, Kansas City Kan.

General Superintendent—C. F. Brotherton, Kansas City, Kan.

General Freight Agent—M. K. Fleming, Kansas City, Kan.

Assistant General Freight Agent—Geo. C. Hoffmaster, Kansas City, Kan.

General Passenger Agent—M. K. Fleming, Kansas City, Kan.

Assistant General Passenger Agent—Geo. E. Hoffmaster, Kansas City, Kan.

Land Commissioner—L. M. Erb, Kansas City, Kan.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named
	From—	To—		
K. C., W. & N. W. R. R.	Kansas City .....	Summerfield .....	128.8	.....
	Junction.....	Fort Leavenworth,	15.6	144.4
K. C. & B. R. R.....	Summerfield .....	Virginia .....	20.1	20.1
K. C., L. & W. Ry.....	Lawrence .....	Carbon Hill.....	31.9	31.9
Lines operated under trackage rights .....	Tonganosie .....	Lawrence .....	12.5	.....
	So. Leavenworth ..	Leavenworth .....	1.1	.....
	Seneca.....	Axtell Junction ..	10.1	.....
	Virginia .....	Beatrice .....	14.7	38.4
Total <sup>a</sup> carried forward ..	.....	.....	234.8	234.8

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value authorized.	Total amount is-sued and out-standing.
Capital stock:				
Common.....	50000	\$100 00	\$5000000 00	\$2973000 00
Total ..	50000	\$100 00	\$5000000 00	\$2973000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.		Total number of shares.	Total cash realized.
Issued for cash:			
Common .....		188	\$18800 00
Issued for construction:			
Common.....		28542	.....
Issued for purchase of Leavenworth Rapid Transit Ry.			
Total.....		29730	\$18800 00

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstand- ing.	INTEREST.	
	Date of issue.	When due.				Rate per cent.	When payable.
First mortgage five per cent gold	June, 1898.	June, 1908	\$3750000 00	\$3750000 00	\$3750000 00	5	Semi-annually
First mortgage five per cent gold	Feb., 1891.			680000 00	680000 00	5	Semi-annually
Grand total			\$3750000 00	\$3750000 00	\$3750000 00		

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.
Mortgage Bonds.....	\$3750000 00	\$3750000 00

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.
December, 1891.....	\$17500 00	\$17500 00
June, 1890.....	19000 00	19000 00
March, 1891.....	45000 00	45000 00

These are the only receiver's certificates on which money has been realized.

## CURRENT ASSETS AND LIABILITIES.

*Cash and Current Assets Available for Payment of Current Liabilities.* *Current Liabilities Accrued to and Including June 30, 1890.*

Cash.....	\$1782 39	Receiver's certificates.....	81500 00
Due from agents.....	3569 01	Audited vouchers and accounts.....	158512 79
Due from solvent companies and individuals.....	45014 47	Wages and salaries.....	38448 23
Other cash assets (including material and supplies).....		Net traffic balances due to other companies.....	1966 67
Due from K. C., W. & N. W. R. R. on account of payments made by receiver, less amounts received by him to apply on K. C., W. & N. W. R. R. accounts.....	48581 58	Miscellaneous, advance and P. P. drafts.....	1177 57
Balance—current liabilities.....	180677 81		
Total .....	\$279805 26	Total.....	\$279805 26

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTAND- ING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To RAILROADS.	MILES.	AMOUNT.	
Capital stock.....	\$2973000 00	\$2973000 00	164.5	\$18729 48	
Roads .....	3750000 00	3750000 00		22796 35	
Total.....	\$6723000 00	\$6723000 00	164.5	\$41525 83	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year, not included in operating ex- penses—Charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction:				
Right of way .....	\$871 07	\$20 28	\$891 35	\$5 98
Fences.....	269 34	1065 17	1334 51	8 96
Bridges and trestles.....	130 50	133 38	263 88	1 77
Buildings, furniture and fix- tures.....		168 41	168 41	1 14
Engineering expenses.....	113 50		113 50	76
Sidings and yard extensions, Terminal facilities and ele- vators.....	483 87	48 43	532 30	3 57
Road built by contract, con- struction account.....	2850 58	4457 39	7307 97	49 09
Other items.....	25 00	1418 74	1443 74	9 70
		200 42	200 42	1 34
Grand total construction...	\$4743 43	\$7512 22	\$12256 08	\$82 31

INCOME ACCOUNT.

Gross earnings from operation.....	\$345881 39
Less operating expenses .....	368467 73
Deficit .....	\$22586 34
Deductions from income:	
Taxes .....	\$22631 75
Permanent improvements:	
Other deductions, foreclosure expenses,	13569 36
Total deductions from income .....	\$36201 11
Deficit .....	\$58787 45
Deficit from operations of year ending June 30, 1892..	\$58787 45
Deficit on June 30, 1889 [from "general balance sheet," 1891 report] .....	76016 17
Deficit on June 30, 1892 [for entry on "general bal- ance sheet].....	\$134803 57

SIXTH ANNUAL REPORT OF THE  
EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Deduction, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$101820 03	.....	.....
Less repayments:			
Excess fares refunded .....	.....	\$84 11	.....
Total deductions.....	.....	\$84 11	.....
Total passenger revenue.....	.....	.....	\$101735 92
Mail.....	.....	.....	12416 93
Express.....	.....	.....	5446 48
Extra baggage and storage .....	.....	.....	961 45
Total passenger earnings .....	.....	.....	\$120560 78
<b>Freight :</b>			
Freight revenue .....	\$216272 36	.....	.....
Less repayments :			
Overcharge to shippers .....	.....	\$690 52	.....
Total deductions.....	.....	\$690 52	.....
Total freight revenue.....	.....	.....	\$215581 84
Total freight earnings.....	.....	.....	\$215581 84
Total passenger and freight earnings, .....	.....	.....	\$336142 62
<b>Other earnings from operation :</b>			
Car mileage—Balance.....	.....	.....	\$6682 08
Other sources.....	.....	.....	3056 69
Total other earnings .....	.....	.....	\$9738 77
Total gross earnings from operation—entire line.....	.....	.....	\$345881 39

NOTE.—No separate account is kept of the earnings for the state of Nebraska or Kansas, so earnings of the whole road are stated above.



## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks, yards, terminals, and buildings	At and between Kansas City and Leavenworth.....	Chicago, St. Paul & Kansas City Ry.....	\$27399 18	
Total.....				\$27399 18
Grand total rentals received....				\$27399 18

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$25062 60	\$43752 88	\$68815 48
Renewals of ties.....	3389 95	6208 98	9598 93
Repairs of bridges and culverts.....	5444 48	9504 65	14914 39
Repairs of fences, road crossings, signs, and cattle guards .....	421 28	735 40	1156 68
Repairs of buildings.....	1193 05	2088 25	3281 30
Repairs of telegraph.....	242 96	423 84	666 80
Total .....	\$35754 32	\$62714 00	\$98433 58
Maintenance of equipment:			
Repairs and renewals of locomotives .....	\$11231 47	\$19634 70	\$30866 17
Repairs and renewals of passenger cars.....	3747 62	6542 35	10289 97

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Repairs and renewals of freight cars.....	\$5723 67	\$9992 04	\$15715 71
Shop machinery, tools, etc...	836 97	1461 13	2298 10
Total .....	\$21539 73	\$37630 22	\$59169 95
Conducting transportation:			
Wages of enginemen, fire- men, and roundhousemen,	\$16136 76	\$28170 62	\$44307 38
Fuel for locomotives.....	13661 49	23849 44	37510 93
Water-supply for loco- motives .....	1017 03	1775 45	2792 48
All other supplies for loco- motives.....	288 34	503 34	791 68
Wages of other trainmen ...	9591 54	16689 43	26280 97
All other train supplies.....	730 07	1377 23	2107 30
Wages of switchmen, flag- men, and watchmen.....	1354 13	2363 94	3718 07
Expense of telegraph, in- cluding train dispatchers and operators.....	4614 77	8056 19	12670 96
Wages of station agents, clerks, and laborers.....	6599 40	11519 60	18119 00
Station supplies.....	381 78	666 47	1048 25
Switching charges—balance,	1664 04	2904 94	4568 98
Loss and damage .....	1115 10	1929 19	3044 29
Injuries to persons.....	452 24	789 47	1241 71
Total .....	\$57606 69	\$100595 31	\$158202 00
General expenses:			
Salaries of officers .....	\$2919 87	5097 33	\$8017 20
Salaries of clerks.....	4137 82	7223 55	11361 37
General office expenses and supplies.....	426 78	704 03	1171 71
Agencies, including salaries and rent.....	1648 47	2877 77	4526 24
Advertising .....	490 64	856 49	1347 13

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Commissions.....	\$1534 02	\$2678 00	\$4212 02
Insurance.....	323 68	565 03	888 71
Expense of traffic associa- tions .....	177 06	309 06	486 12
Rents for tracks, yards, and terminals.....	2490 71	4348 18	6838 89
Rentals not otherwise pro- vided for.....	364 20	635 80	1000 00
Legal expenses.....	2478 44	4326 69	6805 13
Stationery and printing.....	1465 74	2559 03	4025 77
Other general expenses.....	709 50	1238 57	1948 07
Total.....	\$19166 93	\$33460 53	\$52627 46
Recapitulation of expenses:			
Maintenance of way and structures.....	35754 32	62714 00	98468 32
Maintenance of equipment..	21529 73	37630 22	59169 95
Conducting transportation ..	57606 69	100595 31	158202 00
General expenses.....	19166 93	33460 53	52627 46
Grand Total.....	\$134067 66	\$233400 00	\$368467 73
Percentage of expenses to earnings, entire line.....			106.50
Percentage of expenses to earnings, entire line, including taxes and foreclosure expenses.....			116.96
(No separate account kept of expenses for states of Kansas and Ne- braska.)			

RENTALS PAID.  
RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation and situation of property.	Name of company own- ing property leased.	Item.	Total.
Tracks :			
Between Tonganosie and Lawrence .....	Union Pacific Ry.....	\$5918 40	.....
Between Seneca and Axtell .....	Union Pacific Ry.....	4904 17	.....
Between Lawrence and Carbon Hill.....	Union Pacific Ry.. .....	1000 00	.....
At Soldiers' Home.....	A., T. & S. F. R. R.....	242 12	.....
Between Virginia and Beatrice.....	C., R. I. & P. Ry.....	13857 14	.....
			\$25921 83
Yards :			
Lawrence, Kansas.....	A., T. & S. F. R. R.....	\$142 00	.....
Leavenworth, Kansas.....	Missouri Pacific Ry.....	60 00	.....
Kansas City, Kansas .....	Newman Erb, trustee .....	2421 64	.....
Seneca, Kansas.....	Newman Erb, trustee.....	539 60	.....
Haltor, Kansas.....	G. W. Drake, executor.....	25 00	.....
			\$3188 24
Terminals:			
Leavenworth, Kansas.....	Union Pacific Ry.....	\$4500 00	.....
Lawrence, Kansas.....	A., T. & S. F. R. R.....	1258 00	.....
Soldiers' Home.....	Union Pacific Ry.....	375 00	.....
			\$6128 00
Grand total rentals paid.....			\$35238 07

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total		Item.	Total.	Increase.	Decrease.
\$12916 93 .....		Cost of road.....	\$12256 08 .....			\$660 85
773 03 .....		Cost of equipment.....				773 03
177089 00 .....		Cash and current assets.....	98927 45 .....			78112 41
		Other assets:				
10873 32 .....		Materials and supplies.....	14335 84 .....		3462 52	
76016 12 .....		Profit and loss.....	134803 57 .....		58787 45	
.....		Excess liabilities .....			19282 32	
.....	\$277619 26	Grand total.....		\$279605 16	\$81582 29	\$79546 29
.....		Net .....		1986 00		

JUNE 30, 1891.		LIABILITIES.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$259004 25 .....		Current liabilities.....	\$279605 26	\$279605 26	\$20601 00	
181 50 .....		Accrued interest on funded debt				181 50
18433 50 .....		not yet payable .....				18433 50
		Excess liabilities .....				
.....	\$277619 26	Grand total.....				

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

### EXPRESS COMPANIES.

Pacific Express Company: Dated January 1, 1889, for conducting an ordinary express business under their own employes at a minimum rental of \$425 per month, or 45 per cent of their gross earnings.

### MAILS.

United States Post Office Department: For mail facilities over route 155,079 at \$71.82 per mile per annum.

For mail facilities over route 155,099 at \$41.25 per mile per annum.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company: Line owned by that company. No revenue derived by us from its operations. The railroad company to furnish all labor necessary for its operation.

### OTHER CONTRACTS.

Union Pacific Railway Company: Rental of yards, tracks and terminals at Leavenworth, Kas., at \$375 per month.

Union Pacific Railway Company: Lease of the Lawrence, Emporia & Southwestern Railway at an annual rental of \$1,000.50.

Union Pacific Railway Company: Lease of track between Tonganoxie and North Leavenworth at a monthly rental of \$493.20.

Union Pacific Railway Company: Lease of track between Seneca and Axtell Junction, Kas., at a monthly rental of \$445.83.

Atchison, Topeka and Santa Fe Railroad Company: Use of tracks at Soldiers' Home, Kans., at a monthly rental of \$20.

Atchison, Topeka & Santa Fe Railroad Company: Lease of tracks and appurtenance at Lawrence, Kansas, at a monthly rental of \$125.

Leavenworth Depot & Railroad Company: Use of depot and tracks at Leavenworth, Kansas. Expenses are divided equally between the companies using same.

Chicago, Rock Island & Pacific Railway Company: Use of tracks between Virginia and Beatrice, Neb., at a monthly rental of \$748.42 and proportion of maintenance expenses.

## EMPLOYES AND SALARIES—STATES OF NEBRASKA AND KANSAS.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	4	\$8250 00	\$5 65
General office clerks.....	15	12060 00	2 20
Station agents.....	28	14280 00	1 34
Other station men.....	14	6972 00	1 36
Enginemen.....	20	25550 00	3 50
Firemen .....	20	16425 00	2 25
Conductors .....	13	13360 00	2 80
Other trainmen .....	20	14600 00	2 00
Machinists .....	17	14028 75	2 75
Carpenters .....	15	12318 75	2 25
Other shopmen .....	45	37777 50	2 30
Section foremen.....	32	18060 00	1 55
Other trackmen.....	127	53285 25	1 15
Switchmen, flagmen, and watchmen.....	9	6216 00	2 08
Telegraph operators and dispatchers.....	14	7440 00	1 46
Total (including "general officers").....	394	\$260523 25	\$1 82 $\frac{3}{4}$
Less "general officers," .....	4	8250 00	.....
Total (excluding "general officers")—Nebraska .....	390	\$252273 25	\$1 80
Distribution of above.			
General administration.....	19	\$20310 00	\$2 93
Maintenance of way and structures.....	174	83664 00	1 31
Maintenance of equipment .....	62	51806 25	2 46
Conducting transportation .....	139	104743 00	2 07
Total (including "general officers")—Entire line .....	394	\$260523 25	\$1 82 $\frac{3}{4}$

## DESCRIPTION OF EQUIPMENT.

ITEM.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>					
Passenger.....	12	12	{ 3 E. Vacuum brake	12	Automatic.
Freight.....	6	6	9 Westinghouse.....	6	
Switching .....	2	2	Westinghouse .....	2	
			Westinghouse .....		
Total.....	20	20	.....	20	
<b>Cars in passenger service:</b>					
First-class passenger cars..	19	19	Air brake.....	19	Automatic.
Second-class passenger cars	4	4	Air brake.....	4	Automatic.
Combination passeng'r cars	5	5	Air brake.....	5	Automatic.
Baggage, express, and postal cars.....	5	5	Air brake.....	5	Automatic.
Other cars in passenger service.....	1	1	Air brake.....	1	Automatic.
Total.....	34	34		34	
<b>Cars in freight service:</b>					
Box cars.....	230	230	Air brake.....		
Flat cars.....	40	40	Hand brake.....		
Stock cars.....	40	40	Air brake.....		
Coal cars.....	125	125	Air brake.....		
Total.....	435	435	.....		
<b>Cars in company's service:</b>					
Caboose cars.....	5	5	Air brake.....		
Total.....	5	5	.....		
<b>Grand Total.....</b>	<b>494</b>	<b>494</b>	.....	<b>54</b>	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.					Iron.	Steel.
Miles of single track.....	128.08	15.06	20.01	31.09	38.04	234.08	15.06	148.09
Miles of second track.....	.....	1.09	.....	.....	.....	1.09	1.09	.....
Miles of yard track, sidings, and spurs	17.05	5.04	1.02	3.06	.....	27.07	6.01	18.00
Total mileage operated (all tracks),	146.03	22.09	21.03	35.05	38.04	264.04	23.06	166.09

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Total mileage, excluding trackage rights	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs					Iron.	Steel.
I. Mileage operated by road making this report:								
Kansas .....	128.08	15.06	.....	31.09	176.03	38.04	15.06	128.08
Nebraska .....	.....	.....	21.01	.....	20.01	.....	.....	20.01
Total mileage operated (single track)	128.08	15.06	20.01	31.09	196.04	37.04	15.06	148.09
II. Mileage owned by road making this report:								
Kansas.....	144.04	.....	.....	.....	.....	.....	15.06	128.08
Nebraska.....	20.01	.....	.....	.....	.....	.....	.....	20.01
Total mileage owned (single track)...	164.05	.....	.....	.....	.....	.....	15.06	148.09

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

Kind.	Number.	Average price at distributing point.
White oak .....	19807	54½
Total .....	19807	54½



**CONSUMPTION OF FUEL BY LOCOMOTIVES—STATES OF NEBRASKA  
AND KANSAS.**

<b>LOCOMOTIVES.</b>	<b>Tons of anthra- cite coal.</b>	<b>Tons of bitumi- nous coal.</b>	<b>Cords of hard wood.</b>	<b>Total fuel con- sumed—tons.</b>	<b>Miles run.</b>	<b>Average pounds consumed per mile.</b>
<b>Passenger.....</b>	<b>214.61</b>	<b>6693.20</b>	<b>31.50</b>	<b>6939.31</b>	<b>421484</b>	<b>33</b>
<b>Freight .....</b>	<b>.....</b>	<b>11347.80</b>	<b>79.14</b>	<b>11426</b>	<b>476661</b>	<b>48</b>
<b>Switching.....</b>	<b>.....</b>	<b>1336.00</b>	<b>20.03</b>	<b>1356.03</b>	<b>49000</b>	<b>55</b>
<b>Construction .....</b>	<b>.....</b>	<b>278.18</b>	<b>18.23</b>	<b>296.41</b>	<b>9200</b>	<b>64½</b>
<b>Total .....</b>	<b>214.61</b>	<b>19655.18</b>	<b>148.90</b>	<b>20018.69</b>	<b>956345</b>	<b>42</b>
<b>Average cost at distributing point</b>	<b>\$8 50</b>	<b>\$2 20</b>	<b>\$2 25</b>			

ANNUAL REPORT  
OF THE  
UNION PACIFIC RAILWAY COMPANY,  
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report? The Union Pacific Railway Company.

Date of organization? January 24, 1880.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. The Union Pacific Railroad Company. Chartered by act of congress approved July 1, 1862.\* Charter amended by following acts of congress: Act approved July 12, 1862;\* March 3, 1863;\* July 2, 1864;\* March 3, 1865;\* July 3, 1866; July 26, 1866; December 20, 1867; March 6, 1868;\* April 10, 1869; May 6, 1870; July 1, 1870; February 24, 1871; March 3, 1871;\* March 3, 1873;\* June 20, 1874;\* June 22, 1874;\* August 15, 1876; April 30, 1878; May 7, 1878; June 17, 1878;\* March 3, 1879.\* The Kansas Pacific Railway Company (U. P. Railway Company, Eastern Division);\* The Denver Pacific Railway and Telegraph Company,\* chartered November 19, 1867, under the general laws of the territory of Colorado. Act of congress, approved March 3, 1869.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Consolidation of The Union Pacific Railroad Company, The Kansas Pacific

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\* Acts of congress above named marked with a \* also apply to the Kansas Pacific Railway Company; also acts approved May 7, 1866, and March 3, 1869.

Railway Company, and The Denver Pacific Railway and Telegraph Company.

Date and authority for each consolidation? Act of congress approved July 1, 1862, sec. 16; act of congress approved July 2, 1864, sec. 16.

## ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Company directors:

Frederick L. Ames, Boston, Mass., April 26, 1893.  
 Edwin F. Atkins, Boston, Mass., April 26, 1893.  
 S. H. H. Clark, Omaha, Neb., April 26, 1893.  
 Henry H. Cook, New York, N. Y., April 26, 1893.  
 F. Gordon Dexter, Boston, Mass., April 26, 1893.  
 Grenville M. Dodge, Council Bluffs, Ia., April 26, 1893.  
 Jay Gould, New York, N. Y., April 26, 1893.  
 Marvin Hughitt, Chicago, Ill., April 26, 1893.  
 Henry B. Hyde, New York, N. Y., April 26, 1893.  
 Gardner M. Lane, Boston, Mass., April 26, 1893.  
 Joseph H. Millard, Omaha, Neb., April 26, 1893.  
 Alex E. Orr, New York, N. Y., April 26, 1893.  
 Russell Sage, New York, N. Y., April 26, 1893.  
 James Sharp, Salt Lake City, Utah, April 26, 1893.  
 One vacancy.

Government directors:

Rufus B. Bullock, Atlanta, Ga.  
 John F. Plummer, New York, N. Y.  
 Geo. E. Leighton, St. Louis, Mo.  
 Jesse Spalding, Chicago, Ill.  
 Joseph M. Paddock, Omaha, Neb.

Total number of stockholders at date of last election? 4819.

Date of last meeting of stockholders for election of directors?  
 April 27, 1892.

Give post-office address of general office. Ames Building, Boston, Mass.

Give post-office address of operating office. Omaha, Neb.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

- President—S. H. H. Clark, Omaha, Neb.  
Vice President—Edwin F. Atkins, Boston, Mass.  
Secretary—Alex Millar, Boston, Mass.  
Treasurer—James G. Harris, Boston, Mass.  
General Solicitor—John M. Thurston, Omaha, Neb.  
Attorney, or General Counsel—John F. Dillon, New York, N. Y.  
Comptroller—Oliver W. Mink, Boston, Mass.  
Auditor—Erastus Young, Omaha, Neb.  
Assistant Auditor—F. W. Hills, Omaha, Neb.  
General Manager—S. H. H. Clark, Omaha, Neb.  
Assistant General Manager—E. Dickinson, Omaha, Neb.  
Chief Engineer—E. E. Smud, Omaha, Neb.  
General Superintendent Kansas Division—J. O. Brinkerhoff, Kansas City, Mo.  
General Superintendent Nebraska Division—J. P. Nichols, Omaha, Neb.  
General Superintendent Gulf Division—W. A. Derrel, Denver, Col.  
General Superintendent Mountain Division—W. H. Bancroft, Salt Lake City, Utah.  
Superintendent of Telegraph—L. H. Korty, Omaha, Neb.  
General Freight Agent—J. A. Monroe, Omaha, Neb.  
General Passenger and Ticket Agent—E. L. Lomax, Omaha, Neb.  
General Baggage Agent—A. Traynor, Omaha, Neb.  
Land Commissioner—B. A. McAllaster, Omaha, Neb.

PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Union Pacific Railway Company:				
Union Division.....	Council Bluffs.....	Ogden .....	1033.46	1776.43
Kansas Division.....	Kansas City.....	Denver .....	638.91	
Cheyenne Division.....	Denver .....	Cheyenne.....	104.06	
Leavenworth Branch.....	Leavenworth.....	Lawrence .....	31.93	45.43
Wyandotte Spur.....	Wyandotte.....	Armstrong .....	2.08	
Enterprise Spur .....	Detroit .....	Enterprise .....	1.95	
	Council Bluffs (Broadway),	Junction with main line....	1.76	
	Omaha (Bridge Junction)...	C., St. P., M. & O. Ry.....	3.95	
	Alma Junction.....	Mine No. 7.....	3.76	
Total carried forward .....				1821.86

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE  
EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL  
BALANCE SHEET.

NAME.	Character of business.	Title. (Owned, leased, etc.)	STATE OR TERRITORY.
Union Division Land Grant.....	Land .....	Owned.....	Nebraska, Colorado, Utah, and Wyoming.
Kansas Division Land Grant...	Land.....	Owned.....	Kansas and Colorado.
Denver Pacific Ry. & Tel. Co...	Land.....	Owned.....	Colorado.

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value au- thorized.	Total amount issued and outstanding.
Capital stock: Common.....	610000	100	\$61000000	\$60868500
Total.....	610000	100	\$61000000	\$60868500

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares.	Total cash re- alized.	REMARKS.
Issued for cash: Common.....	101062	\$10106200	Subscribed for by stockhold- ers and paid for in cash at par, pursuant to vote of stockhold- ers, March 9, 1891. Constituent companies at consolidation represented the following amounts at par: Union Pacific R. R. Co., \$36,762,300 Kansas Pacific Ry. Co., 10,000,000 Denver Pac. Ry. & Tel. Co., 4,000,000 \$50,762,300
Issued for consolidation.....	507623	\$50762300	
Total.....	608685	\$60868500	

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount loaned.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate per cent.	When payable.	Amount ac- rued during year.	Amount paid during year.
1. First mortgage, U. D.	1865 1896 1869 1899 1867 1887 1869 1889 1873 1893 1873 1893 1871 1896 1885 1915 1865 1895 1866 1896 1866 1896 1869 1899 1879 1919 1869 1899 1866 1896 1866 1916 1866 1916 1874 1886		\$27236512 10400000 18000000 20000000 12500000 22400000 40630000 65000000 30000000 25000000 6000000 263700 4011650 100692 50	\$27239000 10400000 16000000 26000000 8890000 22400000 40630000 65000000 16455000 25000000 6000000 263700 4011650 1006976	\$27239000 9000 4965000 454000 782000 889000 2240000 4063000 6500000 13470000 4000 18000 22600 19000 385	6 7 8 8 8 5 6 6 6 7 7 7 7 6	January and July April and October March and Sept March and Sept April and October April and October Feb. and Aug. June and Dec May and Nov May and Nov May and Nov March and Sept May and Nov	\$1633740 460888 25 68392 57 84967 50 134400 245780 365361 41 760200 1280 1156	\$1661370 465440 118520 86700 185600 243120 365170 749880
2. Collateral trust, U. D.	1879 1904 1883 1907 1885 1907		\$10856564 50 45290000 6000000	\$9465325 \$5270000 6000000	\$59000885 68327000 4367000 18000	6 5 5	Jan. and July June and Dec June and Dec	\$8683404 98 \$31853 94 245386 26	\$8781956 \$234120 245626
Collateral trust 4 1/2 per cent. Kansas Division and collateral mortgage. Collateral trust 6 per cent, notes	1889 1918 1891 1921 1891 1894		2079000 5000000 24000000	2079000 5000000 18580000	2044000 5000000 18084000	4 1/2 5 6	May and Nov. May and Nov. Feb. and Aug.	92847 50 988663 16 \$1502750 86	92373 75 988910 50 \$1509029 25
Grand total.			\$42349000 \$150918354 50	\$36679000 \$181534325	\$33330000 \$92880885			\$1502750 86 \$5106155 79	\$1509029 25 \$5290984 26

**FUNDED DEBT—CONTINUED.**  
**EQUIPMENT TRUST OBLIGATIONS.**  
**A. GENERAL STATEMENT.**

SERIES OR OTHER DESIGNATION.	DATE OF ISSUE.	TERM.	NUMBER OF PAYMENTS.	EQUIPMENT COVERED.
Series A.....	October 1, 1887.	One to ten years.	10	As per schedule attached to annual report of 1890
Series B.....	April 1, 1888.	One to ten years.	10	As per schedule attached to annual report of 1890.
Series C.....	April 1, 1890	One to ten years.	10	12 locomotives, 400 freight fruit cars, and 50 passenger fruit cars.

**B. STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	CASH PAID ON DELIVERY OF EQUIPMENT.	DEFERRED PAYMENTS—PRINCIPAL.			DEFERRED PAYMENTS—INTEREST.		
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Series A.....	\$79929 20	\$716000 00	\$480000 00			\$22790 00	\$2,900 00
Series B.....	234494 10	2104000 00	1263000 00			78370 89	78350 00
Series C.....	42950 00	671000 00	671000 00			7124 99	19875 00
Total.....	\$457873 80	\$3491000 00	\$3364000 00			\$380061 40	\$117425 00
"Miscellaneous Obligations, 1890.....		30879000 00	33830000 00			1502750 86	1503029 26
Total "Miscellaneous Obligations".....		\$40870000 00	\$35194000 00			\$1591767 26	\$1626454 26

Total.....

"Miscellaneous Obligations, 1890.....

Total "Miscellaneous Obligations".....



RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$94655325 00	\$59000885 00	\$3683404 93	\$3781955 00
Miscellaneous obligations.....	40370000 00	36194000 00	1591767 26	1624454 25
Total.....	\$135025325 00	\$95194885 00	\$5275172 19	\$5408409 25

CURRENT ASSETS AND LIABILITIES.

CURRENT ASSETS AND LIABILITIES.		Current Liabilities Accrued to and Including June 30, 1892.	
<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>			
Cash.....	\$2225108 97	Audited vouchers and accounts.....	\$3914159 07
Bills receivable.....	1364400 47	Wages and salaries.....	1619637 05
Due from agents .....	1190967 43	Dividends not called for.....	18709 27
Net traffic balance due from other companies.....	477259 76	Matured interest coupons unpaid (including coupons due July 1).....	1184736 74
Due from solvent companies and individuals.....	11520853 08	Called bonds.....	155000 00
Other cash assets.....	677440 12	Balance—Cash assets.....	10563787 70
Total.....	\$17456029 83	Total.....	\$17456029 83
Materials and supplies on hand, \$2,029,282.84.			

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTANDING.	* APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other prop- erties.	Miles.	Amount.
Capital stock .....					
Bonds ("grand total") .....	\$608685 00			1826.86	\$33318 64
Equipment trust obligations .....	92830895 00			1826.86	50814 45
	2384000 00			1826.86	1294 02
United States currency six per cent bonds .....	\$156063885 00			1826.86	\$85427 11
Interest on currency bonds .....	33539512 00	\$127754325 05	\$79559342 91	1826.86	18359 11
	17710770 96			1826.86	9694 65
Total .....	\$207813667 96	\$127754325 05	\$79559342 91	1826.86	\$113480 87

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Union Pacific Railway Co.....	\$668500	\$146445167 96	\$6892242 13	\$214205910 09	1821.86	\$117575 39

\* Apportioned on the basis of the proportion which the costs of road and equipment on one hand and all other assets on the other hand bear to the total of all the assets.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Not included in operating expenses.			
Construction:							
Right of way .....	.....	.....	\$1051 39	.....	.....	.....	.....
Other real estate.....	.....	.....	9318 52	.....	.....	.....	.....
Fences.....	.....	.....	19222 52	.....	.....	.....	.....
Bridges and trestles.....	.....	.....	11498 41	.....	.....	.....	.....
Rails.....	.....	.....	3951 71	.....	.....	.....	.....
Buildings, furniture, and fixtures.....	.....	.....	23833 33	.....	.....	.....	.....
Shop machinery and tools.....	.....	.....	1163 31	.....	.....	.....	.....
Telegraph line.....	.....	.....	63 44	.....	.....	.....	.....
Sidings and yard extensions.....	.....	.....	33040 00	.....	.....	.....	.....
Other items.....	.....	.....	†2959334 95	.....	.....	.....	.....
Total construction.....	.....	.....	\$2859885 62	.....	.....	.....	.....
Equipment:							
Locomotives.....	.....	.....	34075 90	.....	.....	.....	.....
Passenger cars .....	.....	.....	11440 00	.....	.....	.....	.....
Baggage, express, and postal cars.....	.....	.....	5230 34	.....	.....	.....	.....
Freight cars.....	.....	.....	2343 84	.....	.....	.....	.....
Total equipment.....	.....	.....	\$25522 40	.....	.....	.....	.....
Grand total cost construction, equipment, etc.....	.....	.....	\$2833143 22	.....	\$158181624 58	\$155348481 36	\$85035 79
Total cost construction, equipment, etc., state of Nebraska.....	.....	.....	\$94963 90	.....	*\$40478677 73	*\$39753676 36	*\$85038 24

\* It is impossible for us to give the information called for in these columns.

† Arrived at upon a road mileage basis.

‡ This amount represents a credit of \$2,962,724.54, less a debit of \$3,869.69. The credit represents the difference between the amount at which certain coal lands and properties owned by the company stood upon the company's books, and the estimated value of \$3,650,000 in bonds and \$3,649,400 in stock of the Union Pacific Coal Company received therefor at the sale thereof.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$19737578 43	
Less operating expenses .....	10909721 05	
	<hr/>	
Income from operation.....		\$8827857 38
Interest on bonds owned.....	\$1267004 12	
Dividends on stocks owned.....	359838 00	
Miscellaneous income, less expenses...	631706 92	
	<hr/>	
Income from other sources.....		\$2258549 04
		<hr/>
Total income .....		\$11086406 42
Deductions from income:		
Interest on funded debt accrued.....	\$5275172 19	
Interest on interest bearing current liabilities accrued, not otherwise provided for.....	265559 92	
Taxes .....	526058 64	
Other deductions.....	3528419 57	
	<hr/>	
Total deductions from income .....		\$9595210 32
		<hr/>
Net income.....		\$1491196 10
		<hr/>
Surplus from operations of year ending June 30, 1892 .....		\$1491196 10
Surplus on June 30, 1891. (From "General Balance Sheet," 1889 Report.....		10036182. 44
		<hr/>
Additions for year.....		\$11527378 54
Deductions for year.....		*1376371 08
		<hr/>
Surplus on June 30, 1892, (For entry on "General Balance Sheet".....		\$10151007 46

\* This represents the net discount on the issue of \$1853000 in collateral trust six per cent notes and the redemption of \$446000 thereof which was charged against the accumulated income of the company.

## DETAIL OF ITEM OF "OTHER DEDUCTIONS."

Company's sinking fund requirement .....	\$971230 00
United States requirement .....	1333488 82
Land expenses and land taxes, Union Division .....	103793 76
Profit in the purchase and sale of sundry bonds.....	3699 84
Interest guaranteed on Leavenworth, Topeka & Southwestern Ry. Co. bonds .....	27600 00
Loss in operating the Denver, Leadville & Gunnison Ry. during the year 1891, written off.....	100385 03
Amount due to the Union Pacific, Lincoln & Colorado Ry. Co. under its traffic for the year 1891 .....	116350 85
Loss in operating the St. Joseph & Grand Island R. R. during the year ending April 30, 1891, in excess of amount shown in 1891 report .....	126268 58.
Loss in operating the St. Joseph & Grand Island R. R. during the year ending April 30, 1892 .....	175369 98.
This company's proportion (one-half) of loss in operation of the Leavenworth, Topeka & Southwestern Ry. during the year 1891.....	25367 56
Proportion from this company on account of loss in operating the Kansas City & Omaha R. R. during the year 1891.....	28648 54
Amount due to the Union Pacific, Denver & Gulf Ry. Co. under its traffic contract for the year 1891, and the last nine months of 1890.....	520686 15
Sundry items charged to profit and loss.....	2930 14
Total .....	<u>\$3528419 57</u>

## EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Deductions account of repayments, etc.	Actual earnings.
Passenger :			
Passenger revenue.....	\$3555861 59		
Less repayments :			
Tickets redeemed.....		\$10699 08	
Excess fares refunded.....		13280 76	
Other repayments.....		13481 40	
Total deductions.....		\$37461 24	
Total passenger revenue.....			\$3518400 35
Mail.....			1034415 89
Express.....			321010 37
Extra baggage and storage.....			79618 36
Total passenger earnings.....			
Freight :			
Freight revenue.....	\$14742946 95		
Less repayments :			
Overcharge to shippers.....		\$396868 49	
Other repayments.....		93909 37	
Total deductions.....		\$490777 86	
Total freight revenue.....			\$14251969 09
Stock yards.....			
Total freight earnings.....			114251969 09
Total passenger and freight earnings.....			\$19205414 06
Other earnings from operation :			
Switching charges—balance.....			136642 17
Telegraph Companies .....			52299 88
Rents from tracks, yards and terminals.....			290119 14
Rents not otherwise provided for.....			35317 13
Other sources.....			17786 05
Total, other earnings.....			\$532164 37
Total gross earnings from operation—entire line.....			\$19737578 43
Total gross earnings from operation—Nebraska approximate.....			\$5929465 84

## STOCKS OWNED.

NAME.	Total par value.	Rate %	Valuation.*
Union Pacific Ry. Co.....	\$177450 00	...	\$125841 00
Atchison, Colorado & Pacific R. R. Co.....	920300 00	...	121636 22
Atchison, Jewell Co. & W. R. R. Co.....	105000 00	...	15750 00
Carton Cutoff Ry Co.....	220000 00	...	176000 00
Central Branch Union Pacific R. R. Co.....	874200 00	..	1879180 00
Denver, Leadville & Gunnison Ry. Co.....	3000000 00	...	3000000 00
Echo & Park City Ry. Co.....	480000 00	...	85283 16
Junction City & Ft. Kearney Ry. Co.....	44000 00	...	43772 14
Kansas City & Omaha R. R. Co.....	1725375 00	...	43143 75
Laramie, North Park & Pacific R. R. & Tel. Co.....	66500 00	...	66488 68
Manhattan, Alma & Burlingame Ry. Co.....	418650 00	...	44790 58
Montana Ry Co.....	420000 00	...	420000 00
Montana Union Ry. Co.....	425000 00	...	425000 00
Omaha & Elkhorn Valley Ry Co.....	40300 00	...	40362 88
Omaha & Republican Valley Ry. Co.....	2327523 77	...	694276 44
Oregon Short Line & Utah Northern Ry. Co.....	15115703 33	...	2104711 63
Salina & Southwestern Ry. Co..	231700 00	...	36072 16
St. Joseph & Grand Island R. R. Co.....	2301500 00	...	377970 99
St. Joseph Terminal R. R. Co.....	25000 00	...	25000 00
Union Pacific, Denver & Gulf Ry. Co.....	13251882 00	...	5821344 95
Union Pacific, Lincoln & Colorado Ry. Co.....	1997800 00	...	103187 95
Union Pacific & Western Colorado Ry. Co.....	400500 00	...	400487 87
Kansas Central R. R. Co.....	1313400 00	...	1 00
Lawrence & Emporia Ry. Co.....	465000 00	...	1 00
Nevada Central Ry. Co.....	959500 00	...	1 00
Colorado Western R. R. Co.....	9100 00	...	1 00
Gray's Peak, Snake River & Leadville R. R. Co.....	6000 00	...	1 00
Leavenworth, Topeka & Southwestern Ry. Co.....	550900 00	...	1 00
South Park & Leadville Short Line R. R. Co.....	1000000 00	...	1 00
Loveland Pass Mining & R. R. Tunnel Co.....	4800 00	...	1 00
Kearney & Black Hills Ry. Co.....	337966 91	...	9098 35
Bozeman Coal Co.....	9600 00	...	48000 00
Certificate of membership Denver Chamber of Commerce and Board of Trade.....	1 00	...	1 00
Green River Water Works Co.....	225000 00	6	19466 60
Kansas Carbon Co.....	250000 00	...	1 00
Rattlesnake Creek Water Co.....	66300 00	...	6900 00
Kansas & Eastern R. R. Construction Co.....	230000 00	...	1 00
St. Louis & Mississippi Valley Transportation Co....	116000 00	7	100000 00
Leavenworth Depot & R. R. Co.....	25000 00	...	250 00
Salt Lake Foundry & Manufacturing Co.....	67 00	...	67 00
Morrison Stone, Lime & Town Co.....	100000 00	...	14000 00
Union Coal Co.....	315100 00	...	1 00
Nevada Improvement Co.....	5000 00	...	1 00
Occidental & Oriental Steamship Co.....	150000 00	2	173810 01
Pacific Express Co.....	2400000 00	6	1304283 70
Union Pacific Coal Co.....	4437900 00	2	799514 95
Union Elevator Co. of Omaha.....	81000 00	8	81000 00
Union Elevator Co. of Council Bluffs.....	46700 00	...	46666 67

\* Valuation represents the book account cost.

## STOCKS OWNED—CONCLUDED.

NAME.	Total par value.	Rate %	Valuation.*
Union Depot Co. Kansas City.....	21000 00	...	21000 00
Union Depot & R. R. Co., Denver.....	240000 00	...	24000 00
Western National Fair Ass'n.....	7950 00	...	1 00
Wood River Improvement Co.....	80000 00	...	5950 00
Total.....	\$58108069 01	...	\$18903421 68

\* Valuation represents the book account cost.

## EXPLANATORY REMARKS.

In addition to the stock above enumerated the company owns the following stocks which are deposited with the trustees under the Kansas Pacific Consolidated Mortgage Trust:

Denver & Boulder Valley R. R.....	\$17000
Golden, Boulder & Carbon Ry. Co.....	60000
Junction City & Ft. Kearney Ry. Co.....	720000
National Land Co.....	200000
Solomon R. R. Co.....	1000500
	<u>\$1997500</u>

These stocks entered at \$53,001 and form a part of the item "Other Permanent Improvements.



## BONDS OWNED.

NAME.	Valuation.*	Total par value.	Rate%	Income on dividend received.
Colorado Central R. R. Co.....	\$3640276 75	\$4500000 00	7	\$314130 00
Colorado Central R. R. Co.....	25712 50	22000 00	8	20 00
Denver, Leadville & Gunnison Ry. Co.	2079105 21	1308000 00	4½	.....
Echo & Park City Ry. Co.....	432000 00	480000 00	6	28800 00
Idaho Central R. R. Co.....	88000 00	88000 00	6	.....
Kansas Central R. R. Co.....	1265980 61	1347000 00	6	.....
Kansas City & Omaha R. R. Co.....	1464968 78	1595500 00	5	.....
London, South Park & Leadville R. R. Co.....	1 00	15000 00	6	.....
Loveland Pass Mining & R. R. Tunnel Co.....	1 00	400000 00	7	.....
Manhattan, Alma & Burlington Ry. Co.	305100 00	339000 00	6	.....
Omaha & Republican Valley Ry. Co...	1996427 23	2401000 00	5	.....
Omaha & Republican Valley Ry. Co. Extension.....	920195 75	1246000 00	5	.....
Omaha & Republican Valley R. R. Co.	1406685 98	1557000 00	7	63350 00
Oregon Short Line & Utah Northern Ry. Co. to Coll. Tr.....	4116425 49	4363500 00	5	11000 00
Oregon Short Line and Utah Northern Ry. consolidated.....	1664534 32	1834000 00	5	11625 00
St. Louis, Council Bluffs & Omaha R. R. Co.....	19500 00	19500 00	6	585 00
Utah & Northern Ry. Co., 7 per cent...	2710963 31	4420000 00	7	145530 00
Utah Southern R. R. Co. Extension....	757394 20	982000 00	7	.....
Union Pacific, Denver & Gulf Ry. Co. Consolidated.....	4677671 34	7262000 00	5	376325 00
Nevada Central Ry. Co. Income.....	1 00	250000 00	8	.....
Kearney & Black Hills Ry. Co.....	84000 00	105000 00	5	7875 00
Utah Southern R. R. Co., First Mtge...	418123 64	418000 00	7	.....
Cheyenne County Judgment Bonds....	26200 00	26200 00	6	258 77
City of Junction City, Davis to Kansas	4000 00	5000 00	6	300 00
City of Wichita, Kansas.....	32823 73	41029 66	6	2615 76
Atchison Union Depot & R. R. Co.....	3825 00	4500 00	5	225 00
Green River Water Works Co.....	189550 00	223000 00	6	13380 00
Northern Pacific Terminal Co.....	50000 00	50000 00	6	.....
Ogden Union Ry. & Depot Co.....	130400 00	163000 00	5	.....
Rattlesnake Creek Water Co.....	125400 00	132000 00	6	.....
Union Depot Co. of Spokane Falls.....	357000 00	400000 00	5	.....
Union Pacific Coal Co.....	3198539 80	4438000 00	5	221900 00
Leavenworth Depot & R. R. Co.....	45133 59	50000 00	5	.....
Collateral Trust 4½ per cent.....	220305 00	237000 00	4½	10665 00
Income Bonds K. D.....	2090 85	1250 00	7	.....
Omaha Bridge Bonds, U. D.....	4871 07	4000 00	8	320 00
Omaha Bridge Renewal Bonds.....	300000 00	300000 00	5	7250 00
Equipment Trust Bonds, Series C.....	671000 00	671000 00	5	.....
Kansas Division & Collateral Mortgage	5000000 00	500000 00	5	.....
Income Bonds, Subordinated K. D.....	2620 00	20000 00	7	.....
Beatrice Precinct, Gage Co., Neb.....	.....	.....	...	1200 00
Blue Springs, Gage Co., Neb.....	.....	.....	...	1440 00

\* Valuation represents the book account cost.

BONDS OWNED—CONCLUDED.

NAME.	Valuation.*	Total par value.	Rate %	Income or dividend received.
Western Pacific R. R. Co.....				360 00
Denver Extension K. D.....				60 00
Greeley, Salt Lake & Pacific Ry. Co...				32975 00
Cheyenne & Northern Ry. Co.....				10412 50
Georgetown, Breckenridge & Leadville Ry. Co.....				1482 09
Total.....	\$38436727 15	\$47700479 66	...	\$1267004 12

\* Valuation represents the book account cost.

EXPLANATORY REMARKS.

In addition to bonds numerated above the company owns the following bonds which are deposited with the trustees under the Kansas Pacific consolidated mortgage:

Denver & Boulder Valley R. R. Company only—no bonds.....	\$550000
Golden, Boulder & Carribou Ry. Co.....	60000
Junction City & Ft. Kearney Ry. Co.....	970000
Lawrence & Emporia Ry. Co.....	465000
Salina & Southwestern Ry. Co.....	540000
Solomon R. R. Co.....	575000
	<u>\$3160000</u>

These bonds entered at par form part of item "Other Permanent Investments."

The following bonds owned by the company are held by the American Loan & Trust Co., Boston, in trust for the benefit of the lien and mortgage creditors of the Kansas Pacific Ry. Co.

Kansas Pacific Ry. Co. Consolidated Mortgage 6 per cent.....	\$86000
Junction City & Ft. Kearney Ry. Co. 5 per cent.....	171000
Omaha & Republican Valley Ry. Co. 5 per cent.....	636000
Union Pacific, Denver & Gulf Ry. Co. Consolidated 5 per cent.....	43000
Union Pacific, Lincoln & Colorado Ry. Co. 5 per cent.....	74000
Colorado Central R. R. Co. 7 per cent.....	197000
	<u>\$1207000</u>

These bonds, costing \$1,147,265.55, form part of the item "Sinking Fund."

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation and situation of property leased.	Name of company using property leased.	Item.	Total.
<b>Tracks:</b>			
Ogden and five miles west .....	Southern Pac. Ry. Co..	\$20000 00	
Denver, Omaha & Council Bluffs	K. C., St. J. & C. B. Ry. Co.....	6000 00	
Denver Valley & Omaha.....	O. & R. V. Ry. Co.....	34740 80	
Denver, Council Bluffs & South Omaha .....	C., M. & St. P. Ry. Co.	27250 00	
East Omaha .....	B. & M. R. R. Co .....	2420 32	
Denver, Council Bluffs & South Omaha .....	C., R. I. & P. Ry. Co...	33660 38	
Between Kansas City and Topeka	C., K. & N. Ry.....	35900 28	
Between Limor and Denver .....	C., R. I. & P. Ry. Co...	54841 09	
Between Leavenworth and Lawrence Junction and Lawrence,	K. C., W. & N. W. Ry.	924 96	
Between Leavenworth and Lawrence Junction and Tonganoxie	K. C., W. & N. W. Ry.	4993 44	
Between La Salle and Denver ...	U. P., D. & G. Ry. Co.	28225 00	
<b>Total</b> .....			\$248956 27
<b>Yards:</b>			
Jersey .....	C., R. I. & P. Ry. Co....	\$1354 95	
<b>Total</b> .....			\$1354 95
<b>Terminals:</b>			
Council Bluffs .....	C., & N. W. Ry. Co....	\$4424 01	
	C., B. & Q. Ry. Co.....	4438 01	
	C., R. I. & P. Ry. Co...	4416 01	
	C., M. & St. P. Ry. Co.	4446 01	
	K. C., St. J. & C. B. Ry. Co.....	4565 01	
	B. & M. R. Ry. Co.....	643 90	
	O. & St. L. Ry. Co.....	4400 01	
Ogden .....	Southern Pac. Ry. Co..	174 96	
Leavenworth .....	L. & St. J. Ry. Co.....	7800 00	
	K. C., W. & N. W. Ry. Co.....	4500 00	
<b>Total</b> .....			\$39807 92
<b>Grand total rentals received</b> .....			\$290119 14

## MISCELLANEOUS INCOME.

Item.	Net miscellaneous income.
Pullman Association cars .....	\$174394 49
Miscellaneous land receipts.....	12672 43

Interest on Union Pacific R. R. Co. sinking fund mortgage 8 per cent bonds repaid by the trustee .....	\$340640 00
Sinking fund payment due Sept. 1, 1891, and estimated sinking fund payment due Sept. 1, 1892, received from the trustee under the Union Pacific R. R. Co.'s sinking fund mortgage .....	104000 00
Total .....	<u>\$631706 92</u>

### OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$377251 66	\$612184 33	\$989435 99
Renewals of rails.....	35220 76	47862 16	82882 92
Renewals of ties.....	140017 21	233661 18	373678 39
Repairs of bridges and culverts .....	355477 44	54166 61	89714 05
Repairs of fences, road crossings, signs, and cattle guards.....	17010 04	31097 63	48107 67
Repairs of buildings...	68415 06	114953 69	183368 75
Repairs of telegraph..	22273 13	28677 00	60950 13
Total.....	<u>\$695735 30</u>	<u>\$1132402 60</u>	<u>\$1828137 91</u>
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$242332 54	\$720586 37	\$962918 91
Repairs and renewals of passenger cars .....	470914 52	.....	470914 52
Repairs and renewals of freight cars.....	.....	1019521 26	1019525 26
Shop, machinery, tools, etc.....	43625 86	74817 77	118443 63
Total .....	<u>\$656872 71</u>	<u>\$1814925 40</u>	<u>\$2571798 32</u>

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Conducting transportation :			
Wages of enginemen, firemen, and round- housemen.....	\$323892 71	\$852406 03	\$1176298 74
Fuel for locomotives...	281966 04	809297 29	1091263 33
Water supply for loco- motives.....	21763 42	36047 07	57810 49
All other supplies for locomotives.....	22446 75	38385 07	60831 08
Wages of other train- men.....	265927 64	460128 99	726056 63
All other train supplies,	61989 92	108973 05	170962 97
Wages of switchmen, flagmen, and watch- men.....	148726 19	247565 04	396291 23
Expense of telegraph, including train dis- patchers and operators	83001 27	138310 31	221311 50
Wages of station agents, clerks, and laborers..	341865 33	552830 76	894696 09
Station supplies.....	33965 26	53580 53	87515 79
Car mileage—balance..	*77234 84	201060 18	123825 34
Loss and damage.....	19976 91	174765 20	194742 11
Injuries to persons.....	25264 88	42126 11	67390 99
Total change.....	\$1553551 48	\$3715475 63	\$5269027 11
General expenses :			
Salaries of officers.....	\$53099 32	\$89973 02	\$143072 34
Salaries of clerks.....	70100 31	117513 22	187613 53
General office expenses and supplies.....	6221 82	10509 53	16731 35
Agencies, including sal- aries and rents.....	87772 10	220230 44	308002 54
Advertising .....	132431 42	.....	132431 42
Commissions .....	68297 65	25388 94	93686 59
Insurance.....	24083 37	40346 47	64429 84

\* This item a credit.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Expense of traffic associations.....	\$16566 29	\$30287 70	\$46853 99
Rents for tracks, yards, and terminals.....	2082 11	2101 52	4183 63
Rentals not otherwise provided for.....	6248 17	8195 44	14443 61
Legal expenses.....	34913 64	59741 48	94655 12
Stationery and printing	25496 41	42417 06	67913 47
Other general expenses,	24408 09	42332 20	66740 29
Total .....	\$551720 70	\$689037 02	\$1240757 72
Recapitulation of expenses:			
Maintenance of way and structures .....	\$695735 30	\$1132402 60	\$1828137 90
Maintenance of equip- ment.....	756872 92	1814925 40	2571798 32
Conducting transporta- tion.....	1553351 48	3715475 63	5269027 11
General expenses.....	551720 70	689037 02	1240757 72
Grand total .....	\$3557880 40	\$7351840 65	\$10909721 05
Operating expenses, State of Nebraska, approx- imate :			
Maintenance of way and structures.....	\$192777 33	\$352936 76	\$545714 09
Maintenance of equip- ment.....	244569 39	613637 53	858206 92
Conducting transporta- tion.....	529277 69	1050363 50	1579641 19
General expenses.....	185332 52	177439 57	362773 09
Grand total .....	\$1151957 93	\$2194377 36	\$3346335 29
Percentage of expense to earnings—Nebraska, 56.44.			

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
<b>Tracks:</b>			
Kansas City.....	K. C. Union Dep. Co....	\$2767 70	
Leavenworth.....	Leav. U. Dep. & R. Co..	1415 93	
<b>Total.....</b>	.....	.....	<b>\$4183 63</b>
<b>Total rentals .....</b>	.....	.....	<b>\$4183 63</b>

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
		ASSETS.			
Item.	Total.	Item.	Total.	Increase.	Decrease.
	\$158181624 58	{ Cost of road	\$155849481 36		\$2333143 22
	28632041 51	{ Cost of equipment	88436727 15	\$6604685 41	
	18198807 98	Bonds of this and other companies owned	18908421 68	714913 70	
	7978471 64	Stocks of this and other companies	6818354 02		1151117 62
	10808846 07	Other permanent investments	9690650 76		1220096 81
	17016872 89	Land contracts and land cash in the hands of trustees.	17456029 88	439167 44	
		Cash and current assets			
		Other assets.			
\$2218638 96		Materials and supplies	3029282 84		
2813590 78		Sinking fund	3514479 89		
	\$5138014 74		\$5543762 28	\$410747 49	
	\$245940678 91	Grand total	\$252092627 08	\$6152048 09	
		LIABILITIES.			
	\$30883500 00	Capital stock	\$30883500 00		
	78203885 00	Funded debt	85194885 00	\$2188900 00	
	24122716 32	Current liabilities	6892242 18		\$17280478 19
	681612 47	Accrued interest on funded debt not yet payable.	968542 79	481980 32	
	88538512 00	United States currency bonds	88538512 00		
\$47186149 26		Interest on United States currency bonds.			
24995820 35		Less amount paid by the company	\$49196619 96		
			31487749 02		
	\$17588628 91	Profit and loss:	\$17710770 96	120942 05	
\$10086182 44		General income	\$10151007 46		
6489655 96		Income used for sinking funds	7429454 89		
24050151 59		Land and trust income	24930769 89		
\$41545990 96					
5468455 74		Less deficit of U. S. requirements compared with interest on U. S. bonds	\$42600281 79		
			5677087 64		
	\$30883525 24	Grand total	\$30928174 15	840648 09	
	\$245940678 91		\$252092627 08		



## IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

The funded debt has been increased as follows:

Collateral trust six per cent notes.....	\$18530000
Omaha Bridge five per cent renewal bonds.....	155000
Equipment trust bonds series C .....	282000
Kansas Division and collateral mortgage bonds .....	5000000
	<hr/>
	\$23967000

And it has been reduced as follows:

Collateral trust six per cent notes.....	\$446000
Land grant bond.....	1000
Sinking fund eight per cent bonds .....	743000
Omaha bridge eight per cent bonds .....	155000
Kansas Pacific consolidated bonds .....	100000
Collateral trust six per cent bonds .....	104000
Collateral trust five per cent bonds .....	133000
Collateral trust 4½ per cent bonds .....	14000
Equipment trust bonds, series A.....	72000
Equipment trust bonds, series B.....	210000
	<hr/>
	\$1978000
	<hr/>
Net increase .....	\$21989000

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSI- NESS WITHIN STATE OF NEBRASKA.

### EXPRESS COMPANIES.

Pacific Express Co., dated May 1, 1886. This road receives fifty per cent of gross receipts.

### MAILS.

Rates fixed by Post-master General.

### SLEEPING, PARLOR, OR DINING CAR COMPANIES.

Pullman palace sleeping cars and parlor cars are run on the line of this company.

This company owns three-fourths interest in the equipment under contract of May 1, 1884.

Pullman dining cars run on line of this company, contract dated August 1, 1889.

#### OTHER RAILROAD COMPANIES.

St. Joseph & Grand Island R. R. Co., contract dated July 1, 1885.

St. Joseph & Grand Island R. R. Co., contract dated Jan. 1, 1887.

Kansas City & Omaha R. R. Co., contract dated January 1, 1887.

Oregon Short Line & Utah Northern Ry. Co., contract dated December 6, 1889.

Union Pacific, Denver & Gulf Ry. Co., contract dated April 1, 1890.

Chicago & Northwestern Ry. Co., contract dated October 18, 1889.

Chicago, Rock Island & Pacific Ry. Co., contract dated April 10, 1889.

Chicago, Kansas & Nebraska Ry. Co., contract dated March 19, 1887.

Hutchison & Southern R. R. Co., contract dated February 7, 1890.

Denver & Rio Grande Ry. Co., contract dated June 1, 1890.

Colorado Midland Ry. Co., contract dated June 1, 1890.

Omaha & Republican Valley Ry. Co., contract dated May 1, 1890.

\* Salina & Southwestern Ry. Co., contract dated May 1, 1890.

Chicago, Rock Island & Pacific Ry. Co., contract dated May 1, 1890.

Chicago, Kansas & Nebraska Ry. Co., contract dated May 1, 1890.

\* Chicago, Milwaukee & St. Paul Ry. Co., contract dated April 30, 1890.

#### TELEGRAPH COMPANIES.

Western Union Telegraph Co., contract dated July 1, 1881.

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\* These contracts are in litigation.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First Mortgage Union Pacific Ry.	Omaha, Neb.	5 miles west Ogden, Utah	103 51	16000 32000 A. 48000	None.	All from operation.	None
Land Grant Union Pacific.	Omaha, Neb.	5 miles west Ogden, Utah	103 51	1034 51	None.	Receipts from land.	None.
Sinking Fund Union Pacific Ry.	Council Bluffs, Ia.	Omaha, Neb.	1034 51	15466 B.	None.	Bridge income.	None.
Omaha Bridge Union Pacific Ry.	Kansas City.	First 140 miles west.	140 00	16000	D.	None.	C.
Collateral Trust Union Pacific Ry.	140 mile post.	893.15 miles west.	263 15	16000	E.	All from operation.	None.
Eastern Division First Kansas Pacific Ry.	388.16 mile post.	Denver, Colo.	236 00	27542	F.	All from operation.	None.
Middle Division First Kansas Pacific Ry.	Leavenworth, Kan.	Lawrence, Kan.	81 93*		G.	All from operation.	None.
Denver Extension First Kansas Pacific Ry.	{ Leavenworth, Kan. Kansas City, Kan.	Lawrence, Kan. Denver	674 87†		H.	Land income and operating income subject to prior lien.	(L)
Leavenworth Branch First Kansas Pacific Ry.	Denver, Colo.	Cheyenne	106 08*		J.	All from operation and lands.	
Consolidated First Kansas Division Pac. Ry.	Council Bluffs, Ia.	Omaha	3 96		L.	None.	K.
Cheyenne Branch 1st Den. Pac. Ry. & Tel. Co.					L.	Subject to 1st mtg.	None.
Trust 5 per cent Union Pacific Ry. Co.					L.		
Omaha Bridge Renewal.							
Equipment Trust Series A.							
Equipment Trust Series B.							
Equipment Trust Series C.							
Collateral Trust 4 1/2 per cent.							
Income Mortgage K. D.	{ Kansas City. Leavenworth.	Denver. Lawrence	629 1/2 - 31 53			Earnings subject to prior liens.	None.
Collateral Trust 6 per cent notes.	Kansas City.	Denver.	629 1/2		None.	None.	*
Kansas Division and Collateral Mortgage.	Denver.	Cheyenne	103 08				
	Leavenworth.	Lawrence	81 93				

\* But few of these bonds are outstanding.

† Bonds for a large amount have been issued in exchange for securities of other lines. A mileage proportion of the bonds outstanding under this mortgage would therefore be misleading.

‡ Kansas Pacific and Denver Pacific roads, and lands, bonds, and stocks, subject to prior liens.

§ The indenture under which these notes have been issued will be submitted if desired. The specific securities shown in the printed schedule as collateral, are given in the printed schedule A.

## SCHEDULE A. (Printed.)

BONDS.	Par value.
Union Pacific, Denver & Gulf Ry. Co., first mortgage, 5's .....	\$8823000
Oregon Short Line & Utah Nor. Ry. Co., consolidated 5's.	3971000
Oregon Short Line & Utah Nor. Ry. Co., col. trust, 5's..	4573500
Utah & Northern Ry. Co., first mortgage, 7's .....	353000
Idaho Central Ry. Co., first mortgage, 6's.....	91000
Utah Southern R. R., first mortgage due July '91, 7's ...	424000
Utah Southern R. R., extension first mortgage, 7's.....	899000
Union Pacific R. R. Co., Omaha bridge, 8's.....	5000
Union Pacific Ry. Co., Omaha bridge renewal, 5's.....	145000
Union Pacific Ry. Co., Kansas Division & Col. mort., 5's,	5000000
Union Pacific Ry. Co., collateral trust, 4½'s .....	237000
Colorado Central R. R. Co., first mortgage, 7's.....	1370000
Colorado Central R. R. Co., first mortgage, 8's.....	22000
Kansas City & Omaha R. R. Co., first mortgage, 5's.....	1595500
Kansas Central R. R. Co., first mortgage, 6's.....	1347000
Loveland Pass Mining & R. R. Tunnel Co., first mort., 7's.....	4000000
Manhattan, Alma & Burlingame Ry. Co., first mort., 6's.	339000
Echo & Park City Ry. Co., first mortgage, 6's.....	480000
Omaha & Republican Valley Ry. Co., first mortgage, 7's,	41000
Omaha & Republican Valley Ry. Co., con. mort., 5's.....	520000
Omaha & Republican Valley Ry. Co., extension, 5's.....	1246000
Union Pacific Coal Co., first mortgage, 5's.....	4950000
Green River Water Works Co., first mortgage, 6's.....	223000
Rattlesnake Water Co., first mortgage, 6's.....	132000
Union Depot Co., Spokane Falls, first mortgage, 5's.....	300000
Ogden Union Ry. & Depot Co., first mortgage, 5's.....	163000
Western Pacific R. R. (Cen. Pac.), first mortgage, 6's .....	12000
Kansas Pacific, Denver Extension, first mortgage, 6's.....	1000
Kansas Pacific Ry. Co., income, 7's.....	1250
St. Louis, Council Bluffs & Omaha R. R., first mort., 6's,	195000
Kearney & Black Hills Co., first mortgage, 5's .....	105000
City of Wichita, Kansas, 6's .....	42566
Junction City, Davis county, Kansas, 6's .....	5000

Oregon Ry. & Navigation Co., first mort. consol., 5's.....	\$712000
Oregon Ry. & Navigation Co., collateral trust, 5's.....	1632000
Atchison Union Depot Co., second mortgage, 5's.....	4500
Denver, Leadville & Gunnison Ry. Co., first mortgage, 4½	23000

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Total bonds..... \$40207816

## STOCKS.

Oregon Short Line & Utah Northern Ry. Co.....	\$14990703
Union Pacific, Denver & Gulf Ry. Co.....	13251882
Union Pacific Cove Co.....	5000000
Pacific Express Co.....	2400000
Central Branch Union Pacific R. R. Co.....	847200
Oregon Railway & Navigation Co.....	1035000
Carbon Cut-Off Railway Co.....	22000
Denver, Leadville & Gunnison Ry. Co.....	3000000
Echo & Park City Railway.....	480000
Junction City & Fort Kearney Ry. Co.....	44000
Kansas Central Railroad Co.....	1313400
Kansas City & Omaha Railroad Co.....	1725375
Laramie, North Park & Pacific R. R. & Telegraph Co...	66500
Lawrence & Emporia Railway Co.....	465000
Leavenworth, Topeka & Southwestern Ry. Co.....	550900
Manhattan, Alma & Burlingame Ry. Co.....	418650
Montana Railway Co., 70 per cent paid on \$600000.....	420000
Montana Union Railway Co.....	425000
Omaha & Elkhorn Valley Railway Co.....	40000
Omaha & Republican Valley Ry. Co.....	2327523
St. Joseph & Grand Island R. R. Co.....	2301500
Salina & Southwestern Railway Co.....	231700
Union Pacific, Lincoln & Colorado Ry. Co.....	1997800
Bozeman Coal Co.....	96000
Green River Water Works Co.....	225000
Morrison Stone, Lime & Town Co.....	100000
Occidental & Oriental Steamship Co., 3 per cent on \$5,000,000.....	150000
Omaha Union Depot Co., 10 per cent on \$75,000.....	7500
Rattlesnake Creek Water Co.....	66300

St. Joseph Terminal Railroad Co.....	\$25000
St. Louis & Mississippi Valley Transportation Co.....	116000
Salt Lake Foundry & Manufacturing Co.....	67
Union Depot Co., Kansas City.....	21000
Union Elevator Co., Council Bluffs.....	46700
Union Elevator Co., Omaha.....	81000
Union Pacific & Western Colorado Railway Co.....	400500
Wood River Improvement Co., 80 per cent on \$100,000..	80000
Atchison, Pacific & Colorado R. R. Co.....	920300
Atchison, Jewell Co. & Western R. R. Co.....	105000
Kearney & Black Hills Railway Co... ..	337966
Union Pacific Railway Co.....	177450
Loveland Pass Mining & Railroad Tunnel Co.....	4800
Colorado Western Railroad Co.....	9100
Gray's Peak, Snake River & Leadville R. R. Co.....	6000
South Park & Leadville Short Line R. R. Co.....	1000000
Western National Fair Association.....	7950
Total stocks.....	<u>\$57563068</u>

## MISCELLANEOUS.

Debt certificates of the Portland & Puget Sound R. R. Co.,	\$969245
Note of the Echo & Park City Railway Co.....	200000
Note of the Union Depot & R. R. Co., Denver.....	33683
Notes of the Hutchinson & Southern R. R. Co.....	350000
Note of The Union Depot Co., Spokane Falls.....	21051
Total miscellaneous.....	<u>\$2342481</u>
Grand total.....	<u>\$100113365</u>

A, B, D, E, F, G, H, J. It is impossible to make a succinct answer to this question. The equipment owned by the company is covered by its First, Sinking Fund, Eastern Division, Middle Division, Denver Extension, Leavenworth Branch, Consolidated, and Denver Pacific mortgages, except in so far as certain trust equipment is specifically covered by the equipment trust obligation enumerated above.

C.—Colorado Central R. R. Co., 1st mortgage 7 per cent,  
Bonds.....\$1820000

Utah Northern Ry. Co., 1st mortgage, 7 per cent....	\$2065000
Omaha & Republican Valley R. R. Co., 1st mortgage 7 per cent.....	899000
Total .....	<u>\$4784000</u>

## I.—Bonds and Stocks as follows :

	BONDS.	STOCKS.
Leavenworth Branch .....	\$582000	.....
Income Kansas Pacific Ry. Co.....	241200	.....
Income Kansas Pacific Ry Co., sub- ordinated.....	13992650	.....
Cheyenne Branch (Denver Pac. Ry. & Tel. Co).....	1971000	.....
Denver & Boulder Valley R. R.....	550000	\$17000
Golden, Boulder & Caribou Ry. Co....	60000	60000
Junction City & Ft. Kearney Ry Co...	970000	720000
Lawrence & Emporia Ry. Co .....	465000	.....
Salina & Southwestern Ry. Co .....	540000	.....
Solomon R. R. Co.....	575000	1000500
National Land Co.....	.....	200000
	<u>\$9946850</u>	<u>\$1997500</u>

K.—Colorado Central R. R. Co., 1st mortgage 7 per cent bonds .....	<u>\$1219000</u>
Omaha & Republican Valley R. R. Co., 1st mort- gage 7 per cent bonds.....	597000
Omaha & Republican Valley R. R. Co., 1st mort- gage 5 per cent bonds.. ..	1884000
Utah & Northern Ry. Co., 5 per cent bonds.....	1049000
Utah Southern R. R. Co. Extension, 7 per cent.....	82000
	<u>\$5731000</u>

L.—As per list attached to page 21 of annual report of 1890.

M.—Denver Leadville & Gunnison Ry. Co., 4½ per cent bonds.....	<u>\$2270000</u>
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## EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	48	\$141380 75	9 41
General office clerks .....	282	244347 04	2 77
Station agents .....	183	146548 92	2 56
Other station men.....	536	373935 96	2 23
Enginemen.....	437	607233 72	4 44
Firemen .....	440	365293 92	2 65
Conductors .....	215	295878 96	4 40
Other trainmen.....	433	384576 48	2 84
Machinists .....	485	527770 20	3 48
Carpenters .....	321	306186 24	3 05
Other shopmen .....	2010	1570147 20	2 50
Section foremen.....	297	216368 40	2 33
Other trackmen.....	1182	585181 32	1 54
Switchmen, flagmen, and watchmen .....	394	348937 08	2 83
Telegraph operators and dispatchers.....	186	160140 48	2 75
All other employes and laborers .....	1342	1085465 76	2 58
Total (including "general officers").....	8791	\$7359392 43	\$2 68
Less "general officers" .....	48	141380 75	9 41
Total (excluding "general officers").....	8743	7218011 68	\$2 64
Distribution of above:			
General administration.....	436	504239 88	3 69
Maintenance of way and structures.....	1670	979147 36	1 87
Maintenance of equipment.....	3647	2987842 44	2 62
Conducting transportation .....	3038	2888162 88	3 04

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.

## Passenger traffic:

Number of passengers carried earning revenue, 605009.

Number of passengers carried one mile, 56925269.

Average distance carried, 94.1 miles.

Total passenger revenue, \$977264.63.

Average amount received from each passenger, \$1.61529.

Average receipts per passenger per mile, \$0.01717.

Estimated cost of carrying each passenger one mile, \$0.2024.

Passenger earnings per mile of road, \$3054.29819.

Passenger earnings per train mile, \$1.05382.

Total passenger earnings, \$1427823.32.



**Freight traffic:**

Number of tons carried of freight earning revenue, 2074977.

Number of tons carried one mile, 462271095.

Average distance haul of one ton, 222.8 miles.

Total freight revenue, \$4284793.40.

Average amount received for each ton of freight, \$2.06498.

Average receipts per ton per mile, \$0.00927.

Estimated cost of carrying one ton one mile, \$0.00476.

Freight earnings per mile of road, \$9165.72559.

Freight earnings per train mile, \$2.17198.

Total freight earnings, \$4284793.40.

**Passenger and freight:**

Passenger and freight revenue, \$5262058.03.

Passenger and freight revenue per mile of road, \$11256.22065.

Passenger and freight earnings, \$5712616.72.

Passenger and freight earnings per mile of road, \$12220.02379.

Gross earnings from operation, \$5929465.84.

Gross earnings from operation per mile of road, \$12683.89202.

Expenses, \$3346335.29.

Expenses per mile of road, \$7158.24268.

**Train mileage:**

Miles run by passenger trains, 1354904.

Miles run by freight trains, 1972763.

Total mileage trains earning revenue, 3327667.

Miles run by switching trains, 852718.

Miles run by construction and other trains, 46887.

Grand total train mileage, 4227272.

Mileage of loaded freight cars—north or east, 27471118.

Mileage of loaded freight cars—south or west, 17231084.

Mileage of empty freight cars—north or east, 2961811.

Mileage of empty freight cars—south or west, 12483191.

Average number of freight cars in train, .30.

Average number of loaded cars in train, .22.

Average number of empty cars in train, .08.

Average number of tons of freight in train, 234.33.

Average number of tons of freight in each loaded car, 10.82.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 1195218.  
Number of passengers carried one mile, 167186775.  
Average distance carried, 139.9 miles.  
Total passenger revenue. \$3518400.35.  
Average amount received from each passenger, \$2.94373.  
Average receipts per passenger per mile, \$0.02104.  
Estimated cost of carrying each passenger one mile, \$0.02128.  
Passenger earnings per mile of road, \$2718.89441.  
Passenger earnings per train mile, \$1.30106.  
Total passenger earnings, \$4953444.97.

Freight traffic:

Number of tons carried of freight earning revenue, 4787388.  
Number of tons carried one mile, 1317896228.  
Average distance haul of one ton, 275.3 miles.  
Total freight revenue, \$14251969.09.  
Average amount received for each ton of freight, \$2.97698.  
Average receipts per ton per mile, \$0.01081.  
Estimated cost of carrying one ton one mile, \$0.00558.  
Freight earnings per mile of road, \$7822.75756.  
Freight earnings per train mile, \$2.18977.  
Total freight earnings, \$14251969.09.

Passenger and freight:

Passenger and freight revenue, \$17770369.44.  
Passenger and freight revenue per mile of road, \$9753.97091.  
Passenger and freight earnings, \$19205414.06.  
Passenger and freight earnings per mile of road, \$10541.65197.  
Gross earnings from operation, \$19737578.43.  
Gross earnings from operation per mile of road, \$10833.75146.  
Expenses, \$10909721.05.  
Expenses per mile of road, \$5988.23238.

**Train mileage:**

Miles run by passenger trains, 3797705.

Miles run by freight trains, 6479804.

Miles run by mixed trains, 38174.

Total mileage trains earning revenue, 10315683.

Miles run by switching trains, 2584437.

Miles run by construction and other trains, 181014.

Grand total train mileage, 13081134.

\* Mileage of loaded freight cars—north or east, 69179661.

\* Mileage of loaded freight cars—south or west, 51682949.

Mileage of empty freight cars—north or east, 12480461.

Mileage of empty freight cars—south or west, 29998011.

\* Average number of freight cars in train, 25.

Average number of loaded cars in train, 18.

Average number of empty cars in train, 7.

Average number of tons of freight in train, 202.19.

† Average number of tons of freight in each loaded car, 11.52.

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\* Caboose treated as loaded car.

† Caboose treated as empty car.

## FREIGHT TRAFFIC MOVEMENT--STATE OF NEBRASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	209331	278238	487569	23.50
Flour.....	6128	3434	9562	.46
Other mill products.....	8266	5038	13304	.64
Hay.....	38812.	4415	43227	2.08
Tobacco.....	58	218	227	.01
Cotton.....	.....	51	51	.01
Fruit and vegetables.....	3994	65125	69119	3.33
Products of animals:				
Live stock.....	101657	106045	207702	10.01
Dressed meats.....	15084	567	15651	.75
Other packing house products.....	20959	4610	25569	1.23
Poultry, game, and fish.....	804	18986	19790	.95
Wool.....	2990	9643	12633	.61
Hides and leather.....	1493	2635	4128	.20
Products of mines:				
Anthracite coal.....	1490	16778	18268	.88
Bituminous coal.....	195577	126178	321755	15.51
Coke.....	1206	15598	16804	.81
Ores.....	402	59770	60173	2.90
Stone, sand, and other like articles.....	4642	11103	15745	.76
Products of forest:				
Lumber.....	26506	80865	107331	5.17
Manufactures:				
Petroleum and other oils.....	5247	27861	33114	1.60
Sugar.....	150	10204	10354	.50
Naval stores.....	.....	.....	.....	.....
Iron, pig and bloom.....	756	478	1234	.06
Iron and steel rails.....	482	2058	2540	.12
Other castings and machinery.....	947	16688	17635	.85
Bar and sheet metal.....	28725	50777	79502	3.83
Cement, brick, and lime.....	9567	14561	24128	1.16
Agricultural implements.....	1459	9534	10993	.53
Wagons, carriages, tools, etc.....	276	7374	7650	.37
Wines, liquors, and beers.....	2416	18702	21118	1.02
Household goods and furniture.....	633	8584	9217	.44
Merchandise.....	48899	92589	141488	6.82
Miscellaneous: Other commodities not men- tioned above.....	77943	111205	189148	9.12
Total tonnage—Nebraska.....	816899	1179918	1996817	.....
Company material hauled.....	.....	.....	78160	3.77
Gross total tonnage—Nebraska.....	.....	.....	2074977	100

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger*.....	16	63	63	Westinghouse,	.....	.....f...
Freight.....	20	251	251	Westinghouse,	.....	.....
Switching*.....	3	62	40	Westinghouse,	.....	.....
Leased* .....	1	158	†158	Westinghouse,	.....	.....
Total .....		534	512	.....	.....	
•Cars in passenger service:						
First-class passenger cars .....		107	107	Westinghouse,	107	Miller.
Second-class passenger cars .....	*1	7	7	Westinghouse,	7	Miller.
Combination passenger cars .....	4	21	21	Westinghouse,	21	Miller.
Emigrant cars.....	*1	33	33	Westinghouse,	33	Miller.
Dining cars .....		13	13	Westinghouse,	13	Miller.
Sleeping cars .....	*6	61	61	Westinghouse,	61	Miller.
Baggage, express, and postal cars .....	3	88	88	Westinghouse,	88	Miller.
Other cars in passenger service .....		14	14	Westinghouse,	14	Miller.
Total .....	*1	344	334	.....	344	
•Cars in freight service:						
Box cars .....	2	4609	2404	Westinghouse,	.....	.....
Flat cars.....		471	220	Westinghouse,	.....	.....
Stock cars.....	*5	917	563	Westinghouse,	.....	.....
Coal cars.....	*1	1331	79	Westinghouse,	.....	.....
Tank cars .....						
Refrigerator cars .....		77	77	Westinghouse,	50	Miller.
Other cars .....						
Passenger fruit cars.....		83	83	Westinghouse,	83	Miller.
Total .....	*4	7488	3426	.....	133	
•Cars in Company's service:						
Derrick cars .....	1	13	6	.....	.....	.....
Caboose cars .....	1	178	10	.....	.....	.....
Other road cars.....	5	137	40	.....	.....	.....
Total .....	7	328	56	.....	.....	
Total owned .. .....	2	8160	3826	.....	477	
•Cars leased:						
Passenger.....	*6	88	.....	Westinghouse,	88	Miller.
Freight .....	*1	3604	.....	Westinghouse,	100	Miller.
Grand total .....	*5	11852	7518	.....	665	

\* Lost.  
† The 158 locomotives held in trust are classified according to present service as follows: Passenger, 33; freight, 98; switching, 27.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	1776.46	45.43	1821.86	.....	5.28	1816.58
Miles of second track .....	16.44	.81	17.25	.....	.....	17.25
Miles of yard track, sidings, and spurs .....	552.78	10.81	563.59	.....	.....	.....
Total mileage operated (all tracks).....	2345.65	57.05	2402.70	.....	5.28	1833.83

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
I. Mileage operated by road making this report:						
Iowa .....	2.36	1.76	4.12	.....	.....	4.12
Nebraska.....	463.53	3.95	467.48	.....	.....	467.48
Missouri .....	.51	.....	.51	.....	.....	.51
Kansas.....	444.19	35.96	480.15	.....	3.03	477.12
Colorado.....	296.12	.....	296.12	.....	.....	296.12
Wyoming.....	499.55	3.76	503.31	.....	2.25	501.06
Utah.....	70.17	.....	70.17	.....	.....	70.17
Total mileage operated (single track) .....	1776.43	45.43	1821.86	.....	5.28	1816.58
II. Mileage owned by road making this report:						
Iowa .....	2.36	1.76	4.12	.....	.....	4.12
Nebraska.....	463.53	3.95	467.48	.....	.....	467.48
Missouri.....	.51	.....	.51	.....	.....	.51
Kansas.....	444.19	35.96	480.15	.....	3.03	477.12
Colorado.....	296.12	.....	296.12	.....	.....	296.12
Wyoming.....	499.55	3.76	503.31	.....	2.25	501.06
Utah.....	75.17	.....	75.17	.....	.....	75.17
Total mileage owned (single track).....	107.42	45.43	1826.86	.....	5.28	1821.55

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Kind.	Tons, lbs.	Weight per yard.	Average price per ton at distributing point.
Iron.....	1243 0483	56 pounds.	\$21 07
Total iron .....	1243 0483	56 pounds.	\$21 07
Steel.....	9117 0482	75 pounds.	31 24
Total steel.....	9117 0482	75 pounds.	\$31 24

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak .....	426951	.....
Cedar.....	58620	.....
Pine.....	238634	.....
Fir.....	7087	.....
Total.....	731292	\$0 50

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of hard wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.. .....	180745.20	2784.25	182601.36	40001.56	91.30
Freight.....	484614.00	5099.88	488013.92	75031.97	130.08
Switching.....	78009.50	1386.13	78933.59	25844.37	61.08
Construction.....	6647.00	171.37	6761.25	1530.37	88.36
Total.....	750015.70	9441.63	756310.12	142408.27	.....
Average cost at distributing point..	\$1.40	\$2.37	\$1.42	.....	106.22

ANNUAL REPORT  
OF THE  
OMAHA & REPUBLICAN VALLEY RAILWAY  
COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

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Name of common carrier making this report? Omaha & Republican Valley Railway Company.

Date of organization? February 3, 1887.

Under laws of what government, state, or territory organized? Under general railroad laws of Nebraska and Kansas.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Consolidation of the following companies: Omaha & Republican Valley Railway Company of Nebraska, incorporated June 26, 1886, under general railway laws of Nebraska.

Blue Valley Railway Company of Kansas, incorporated July 3, 1886, under general laws of Kansas.

Date and authority for each consolidation. February 3, 1887, under general railroad laws of Nebraska.

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### ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Frederick L. Ames, Boston, Mass., January 4, 1893.

Edwin F. Atkins, Boston, Mass., January 4, 1893.

F. Gordon Dexter, Boston, Mass., January 4, 1893.

Jay Gould, New York, January 4, 1893.

Alexander E. Orr, New York, January 4, 1893.



Russell Sage, New York, January 4, 1893.

Total number of stockholders at date of last election, nine.

Date of last meeting of stockholders for election of directors, January 6, 1892.

Give post-office address of general office. Ames Building, Boston, Mass.

Give post-office address of operating office. Omaha, Nebraska.

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## OFFICERS.

### TITLE, NAME, AND LOCATION OF OFFICE.

President—Vacant.

First Vice President—Frederick L. Ames, Boston, Mass.

Secretary—Alex Miller, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

General Solicitor—John M. Thurston, Omaha, Neb.

Attorney, or General Counsel—John F. Dillon, New York City.

Comptroller—Oliver W. Mink, Boston, Mass.

Auditor—Erastus Young, Omaha, Neb.

Asst. Auditor—F. W. Hills, Omaha, Neb.

General Manager—S. H. H. Clark, Omaha, Neb.

Asst. General Manager—E. Dickinson, Omaha, Neb.

Chief Engineer—E. C. Smeed, Omaha, Neb.

General Freight Agent—J. A. Munroe, Omaha, Neb.

General Passenger and Ticket Agent—E. L. Lomax, Omaha, Neb.

PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Omaha & Republican Valley Ry. Co.....	Valley.....	Manhattan .....	189.01	239.38
	Columbus .....	Norfolk.....	50.37	
	Valparaiso .....	Stromsburg .....	53.30	242.67
	Oconee .....	Albion .....	34.54	
	Genoa .....	Cedar Rapids .....	30.55	
	Grand Island .....	Ord .....	60.77	
	St. Paul .....	Loup City .....	39.40	
	Boelus.....	Pleasanton.....	22.06	
	Scotia Junction.....	Scotia .....	1.37	
	Blue Springs .....	Blue Springs .....	.68	
Chicago, St. Paul, Minn. & O. Ry..... B. & M. R. R. R.....	Sioux City .....	Norfolk.....	75.50	93.10
	Columbus.....	David City .....	17.60	
	• Total .....			575.15

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE  
EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL  
BALANCE SHEET.

NAME.	Character of business.	Title. (Owned, leased, etc.)	STATE OR TERRITORY.
Town lots.....	Sale of town lots.	Owned .....	Nebraska.....

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value au- thorized.	Total amount issued and outstanding.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate per cent.	Amount.
Capital stock: Common.....	25038	\$100	\$2503800	\$2420550	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Total number shares issued.
Issued for construction:		
Common .....	735	735
Issued for consolidation.....	.....	23470½
Total.....	735	24205½

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate per cent.	When payable.	INTEREST.	
	Date of issue.	When due.							Amount accrued during year.	Amount paid during year.
O. & R. V. R. R. Co., first mortgage...	July 1, 1871	July 1, 1907	\$2257000	\$2257000	\$1559000	Cannot furnish	7	January and July	\$109106 00	\$32025 00
O. & R. V. R. R. Co., consol. mortgage.	Feb. 15, 1887	May 1, 1927	4694000	3136000	3136000	Cannot furnish	6	March and Sept...	156800 00	36075 00
Extension mortgage .....	May 1, 1887	May 1, 1921	445000	1216000	1246000	Cannot furnish	6	May and Nov .....	62300 00	.....
Grand total .....			\$11896600	\$5653000	\$5941000				\$328230 00	\$48050 00

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds, total.....	\$6639000 00	\$5941000 00	\$328230 00	\$68050 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Due from solvent companies and individuals.....	\$3536 00	Audited vouchers and accounts.....	\$1470345 00
Balance—current liabilities.....	2995812 00	Matured interest coupons unpaid (including coupons due July 1).....	1529003 00
Total .....	\$2999348 00	Total.....	\$2999348 00

# SIXTH ANNUAL REPORT OF THE

## RECAPITULATION.

### A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads	To other proper- ties.	Miles.	Amount.
Capital stock.....	\$2420555	\$2420555	.....	482.05	\$5021
Bonds.....	5941000	5941000	.....	482.05	12324
Total.....	\$8361550	\$8361550	.....	482.05	\$17345

### B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Omaha & Republican Valley Ry Co.....	\$2420550	\$5941000	\$2999348	\$11360898	48205	\$23367 88

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR NOT INCLUDED IN OPERATING EXPENSES.		Total cost to June 30, 1891.*	Total cost to June 30, 1892.*	Cost per mile.*
	Charged to income ac- count as per- manent im- provements.	Charged to construction or equip- ment.			
Construction:					
Right of way .....		\$135903			
Fences .....		2833			
Rails .....		608			
Telegraph line .....		1			
Wharfing, etc. ....		3091			
Purchase of constructed road .....		73500			
Total construction .....		\$213929			
Grand total cost construction, equipment, etc. ....		\$213924	\$8430511	\$8644440	\$17932
† Total cost construction, equipment, etc.—State of Ne- braska .....		\$213970	\$7248300	\$7432196	\$17932

\* It is not possible for us to give the detail of the various items in these columns.

† Arrived at on a road mileage basis.

## INCOME ACCOUNT.

Gross earnings from operation .....	\$1441716	
Less operating expenses.....	1322647	
Income from operation .....		\$119069
Miscellaneous income—less expenses .....	1556	
Income from other sources .....		1556
Total income.....		\$120626
Deductions from income:		
Interest on funded debt accrued .....	\$328230	
Taxes .....	99441	
Permanent improvement.....	20906	
Total deductions from income.....		448577
Deficit .....		\$327951
Deficits from operations of year ending June 30, 1892.....		\$327951
Deficit on June 30, 1891.....		2431051
Deficit on June 30, 1892 .....		\$2759003



## EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$286053	.....	.....
Less repayments:			
Tickets redeemed .....	.....	\$189	.....
Excess fares refunded.....	.....	368	.....
Other repayments .....	.....	120	.....
Total deductions.....	.....	678	.....
Total passenger revenue.....	.....	.....	\$285374
Mail .....	.....	.....	42157
Express .....	.....	.....	9720
Extra baggage and storage .....	.....	.....	6881
Total passenger earnings.....	.....	.....	344133
Freight:			
Freight revenue.....	\$108300 80	.....	.....
Less repayments:			
Overcharge to shippers.....	.....	\$11231	.....
Other repayments.....	.....	618	.....
Total reductions .....	.....	\$11849	.....
Total freight revenue.....	.....	.....	\$1071329
Total passenger and freight earnings....	.....	.....	\$1415463
Other earnings from operation:			
Telegraph companies.....	.....	.....	5342
Rents from tracks, yards, and terminals...	.....	.....	16671
Rentals not otherwise provided for.....	.....	.....	12402
Other sources.....	.....	.....	1837
Total other earnings .....	.....	.....	\$26253
Total gross earnings from operation—	.....	.....	.....
Entire line.....	.....	.....	\$1441716
Total gross earnings from operation—	.....	.....	.....
Nebraska, approximate.....	.....	.....	\$1283660

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:			
Between Lincoln and Beatrice.....	C., R. I. & P. Ry. Co...	\$13818	
Manhattan .....	M., A. & B. R. R. Co...	2852	
Total .....			\$16671

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Company town lots.....	\$2070	\$514	\$1556

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$69149	\$51414	\$120563
Renewals of rails.....	4815	3637	8452
Renewals of ties.....	16158	11602	27760
Repairs of bridges and culverts..	12286	9399	21685
Repairs of fences, road-crossings, signs, and cattle guards.....	3546	2704	6250
Repairs of buildings.....	5894	4523	10417
Repairs of telegraph.....	2278	1779	4057
Total .....	\$114128	\$85061	\$199189
Maintenance of equipment:			
Repairs and renewals of locomotives .....	\$51102	\$50355	\$101457
Repairs and renewals of passenger cars .....	19127	.....	\$19127

## NEBRASKA BOARD OF TRANSPORTATION.

391

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Repairs and renewals of freight cars.....	.....	\$32316	\$32316
Shop machinery, tools, etc.....	\$2663	2031	4695
Total .....	\$72893	\$84703	\$157596
Conducting transportation :			
Wages of enginemen, firemen, and roundhousemen.....	\$54089	\$56506	\$110595
Fuel for locomotives.....	109625	112168	221794
Water supply for locomotives.....	3210	2429	5639
All other supplies for locomotives,	2992	2269	5261
Wages of other train men.....	40661	30748	71410
All other train supplies.....	7654	5778	13433
Wages of switchmen, flagmen, and watchmen.....	5669	4289	9959
Expense of telegraph, including train dispatchers and operators,	9914	9475	17389
Wages of station agents, clerks, and laborers.....	44931	33743	78675
Station supplies.....	4040	3061	7102
Switching charges—balance .....	16225	12175	28400
Car mileage—balance .....	39802	25337	65139
Loss and damage.....	6781	9250	16031
Injuries to persons .....	20731	16014	36746
Total .....	\$366332	\$321248	\$687580
General expenses :			
Salaries of officers.....	\$2957	\$2286	\$5244
Salaries of clerks .....	5866	4406	10272
General office expenses and supplies .....	333	253	587
Agencies, including salaries and rent.....	5754	33245	39000
Advertising.....	3470	.....	3470
Commissions .....	27	828	855
Insurance.....	1475	1105	2581
Expense of traffic associations ...	124	97	222

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Rents for tracks, yards and terminals.....	\$114645	\$88995	\$203641
Rentals not otherwise provided for, 320		162	482
Legal expenses.....	2839	2147	4987
Stationery and printing .....	3254	2463	5717
Other general expenses.....	676	539	1216
Total.....	\$141746	\$136532	\$278279
Recapitulation of expenses:			
Maintenance of way and structures.....	\$114128	\$85061	\$199189
Maintenance of equipment.....	72893	84703	157596
Conducting transportation.....	366332	321248	687580
General expenses.....	141746	176533	278279
Grand total .....	\$695099	\$627547	\$1322647
Percentage of expenses to earnings, entire line .....			91.74
Operating expenses, state of Nebraska—Approximate:			
Maintenance of way and structures.....	\$101689	\$70601	\$172290
Maintenance of equipment.....	65872	74233	140105
Conducting transportation.....	326401	286553	612955
General expenses.....	138792	131224	270016
Total.....	\$632756	\$562612	\$1195368
Percentage of expenses to earnings—Nebraska .....			93.12

RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of property leased.	Name of company own- ing property leased.	Item.	Total
Tracks:			
Manhattan .....	M., A. & B. R. R. Co...	\$175 00	
Valley to Council Bluffs .....	U. P. Ry. Co.....	34740 80	
David City to Columbus .....	B. & M. R. R. R. Co...	10005 39	
Norfolk to Covington.....	C., St. P., M. & O. Ry. Co.	60316 39	
Sioux City .....	Sioux City Bridge Co...	32257 75	
South Omaha to Lincoln .....	C., R. I. & P. Ry. Co...	65934 29	
			\$203429 62
Terminals:			
Sioux City.....	Sioux City & P. Ry. Co.	\$211 49	
			\$211 49
Grand total rentals paid .....			\$203641 11

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1881.		ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$3430511	{ Cost of road .....	.....	\$8644440	\$213929	.....
.....	142966	{ Cost of equipment ... }	.....	.....	.....	\$142966
.....	13154	Stocks of other companies owned .....	.....	13154	.....	.....
.....	2626	Other permanent investments...:	.....	3536	910	.....
.....	77022	Cash and current assets .....	.....	101438	24416	.....
.....	\$2431051	Other assets:	.....	\$2759003	.....	.....
.....	72697	Sinking fund.....	.....	2660978	302624	.....
.....	2358353	Profit and loss .....	.....	.....	.....	.....
.....	.....	Less income used for company sinking fund .....	.....	.....	.....	.....
.....	\$11024634	Grand total.....	.....	\$11423548	\$398914	.....

JUNE 30, 1891.		LIABILITIES.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$2347050	Capital stock .....	.....	\$2420550	\$73500	.....
.....	5941000	Funded debt .....	.....	5941000	.....	.....
.....	2673934	Current liabilities .....	.....	2999348	32414	.....
.....	62650	Accrued interest on funded debt not yet payable.....	.....	62650	.....	.....
.....	\$11024634	Grand total.....	.....	\$11423548	\$398914	.....

## IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

735 shares of capital stock issued to pay for extension between Howard and Pleasanton, Nebraska.

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## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

### EXPRESS COMPANIES.

Pacific Express Company. Contract dated May 1, 1886.

### MAILS.

Rates fixed by Post-master General.

### OTHER RAILROAD COMPANIES.

Chicago, St. Paul, Minneapolis & Omaha Ry. Co. for trackage rights between Covington, Neb., and Norfolk, Neb. Contract dated May 18, 1889.

Chicago, St. Paul, Minneapolis & Omaha Ry. Co. Contract dated October 18, 1889.

Sioux City Bridge Co. Contract dated May 18, 1889.

Burlington & Missouri River R. R. Co. in Nebraska for trackage rights between David City and Columbus, Neb. Contract dated May 20, 1889.

Union Pacific Railway Co., Selena & Southwestern Ry. Co., Chicago, Rock Island & Pacific Ry. Co., Chicago, Kansas & Nebraska Ry. Co. Contract dated May 1, 1890. This contract is in litigation.

### TELEGRAPH COMPANIES.

Western Union Telegraph Co. Contract dated January 19, 1886.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
Omaha & Republican Valley Railway Co..... First mortgage .....	Valley, Neb.....	Kansas state line	121.83	.....			
	Valparaiso, Neb.....	Stromsburg, Neb	53.17	.....			
	Grand Island, Neb.....	North Loup, Neb	48.66	.....			
	St. Paul, Neb.....	Loup City, Neb.	39.10	.....			
	Scotia, Neb.....	Scotia Junc.....	1.38	.....			
Omaha & Republican Valley Railway Company .....			284.32	\$10000	All.	All.	None.
	Valley, Neb.....	Manhattan, Kan					
Consolidated first mtge...	Valparaiso, Neb...	Stromsburg, Neb.					
	Columbus, Neb.....	Norfolk, Neb...					
	Lost Creek, Neb...	Albion, Neb.....					
	Genoa, Neb.....	Cedar Rapids, Neb	469.56	10000	All.	All.	None.
	Grand Island, Neb.	Ord, Neb.....					
Omaha & Republican Valley Railway Co..... Extension first mortgage Second mortgage on the above..... First mortgage on extension .....	Scotia Junc., Neb...	Scotia, Neb.....					
	St. Paul, Neb.....	Loup City, Neb..					
	Howard, Neb.....	Pilot, Neb.....					
			469.56	10000			
			12.48	20000			
			482.05	.....			

## EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	39	\$3518 30	\$0 29
General office clerks .....	36	13365 17	1 19
Station agents .....	58	37077 00	2 04
Other station men .....	36	17162 76	1 52
Enginemen .....	32	57591 00	5 75
Firemen .....	41	33284 40	2 59
Conductors .....	26	31437 72	3 86
Other trainmen .....	51	43868 64	2 75
Machinists .....	1	1210 80	3 87
Carpenters .....	9	8819 52	3 13
Other shopmen .....	34	21052 20	1 98
Section foremen .....	56	36520 20	2 08
Other trackmen .....	238	107228 40	1 44
Switchmen, flagmen, and watchmen .....	8	5801 52	2 32
Telegraph operators and dispatchers .....	19	14004 48	2 35
All other employes and laborers .....	50	46609 68	2 98
Total, (including "general officers") .....	734	\$478551 79	\$2 09
Less "general officers" .....	39	3518 30	29
Total, (excluding "general officers") .....	695	\$475633 49	\$2 18
Distribution of above:			
General administration .....	79	23291 95	94
Maintenance of way and structures .....	332	176430 00	1 70
Maintenance of equipment .....	39	26298 36	2 15
Conducting transportation .....	284	252531 48	2 84

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—  
ENTIRE LINE.

## Passenger traffic:

Number of passengers carried earning revenue, 309461.

Number of passengers carried one mile, 10558442.

Average distance carried, 32.5 miles.

Total passenger revenue, \$254268.88.

Average amount received from each passenger, \$0.82165.

Average receipts per passenger per mile, \$0.02528.

Estimated cost of carrying each passenger one mile, \$0.06291.

Passenger earnings per mile of road, \$602.24372.

Passenger earnings per train mile, \$0.54917.

Total passenger earnings, \$305668.80.



**Freight traffic:**

Number of tons carried of freight earning revenue, 692350.

Number of tons carried one mile, 50404774.

Average distance haul of one ton, 72.8 miles.

Total freight revenue, \$955626.24.

Average amount received for each ton of freight, \$1.38026.

Average receipts per ton per mile, \$0.01896.

Estimated cost of carrying one ton one mile, \$0.01116.

Freight earnings per mile of road, \$1882.82187.

Freight earnings per train mile, \$2.25.

Total freight earnings, \$955626.24.

**Passenger and freight:**

Passenger and freight revenue, \$1209895.12.

Passenger and freight revenue per mile of road, \$2383.79494.

Passenger and freight earnings, \$1261295.04.

Passenger and freight earnings per mile of road, \$2485.06558.

Gross earnings from operation, \$1283660.86.

Gross earnings from operation per mile of road, \$2529.13183.

Expenses, \$1195368.47.

Expenses per mile of road, \$2355.17382.

**Train mileage:**

Miles run by passenger trains, 505768.

Miles run by freight trains, 272231.

Miles run by mixed trains, 203,321.

Total mileage trains earning revenue, 981320.

Miles run by switching trains, 152279.

Miles run by construction and other trains, 41678.

Grand total train mileage, 1175277.

Mileage of loaded freight cars—north or east, 2537992.

Mileage of loaded freight cars—south or west, 2027673.

Mileage of empty freight cars—north or east, 626943.

Mileage of empty freight cars—south or west, 1064934.

Average number of freight cars in train, 13.

Average number of loaded cars in train, 9.

Average number of empty cars in train, 4.

Average number of tons of freight in train, 105.99

Average number of tons of freight in each loaded car, 11.74.

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
ENTIRE LINE.**

**Passenger traffic:**

Number of passengers carried earning revenue, 342282.  
Number of passengers carried one mile, 11179922.  
Average distance carried, 32.7 miles.  
Total passenger revenue, \$285374.73.  
Average amount received from each passenger, \$0.83374.  
Average receipts per passenger per mile, \$0.02553.  
Estimated cost of carrying each passenger one mile, \$0.06217.  
Passenger earnings per mile of road, \$598.33743.  
Passenger earnings per train mile, \$0.54832.  
Total passenger earnings, \$344133.77.

**Freight traffic:**

Number of tons carried of freight earning revenue, 817748.  
Number of tons carried one mile, 58622108.  
Average distance haul of one ton, 71.7.  
Total freight revenue, \$1071329.87.  
Average amount received for each ton of freight, \$1.31009.  
Average receipts per ton per mile, \$0.01828.  
Estimated cost of carrying one ton one mile, \$0.01186.  
Freight earnings per mile of road, \$1862.69646.  
Freight earnings per train mile, \$2.26408.  
Total freight earnings, \$1071329.87.

**Passenger and freight:**

Passenger and freight revenue, \$1356704.60.  
Passenger and freight revenue per mile of road, \$2358.80709.  
Passenger and freight earnings, \$1415463.64.  
Passenger and freight earnings per mile of road, \$2461.03389.  
Gross earnings from operation, \$1441716.67.  
Gross earnings from operation per mile of road, \$2506.67942.  
Expenses, \$1322647.13.  
Expenses per mile of road, \$2299.65597.

**Train mileage:**

Miles run by passenger trains, 567903.  
Miles run by freight trains, 294041.  
Miles run by mixed trains, 238858.

Total mileage trains earning revenue, 1100802.

Miles run by switching trains, 152279.

Miles run by construction and other trains, 46169.

Grand total train mileage, 1299250.

Mileage of loaded freight cars—north or east, 2917463.

Mileage of loaded freight cars—south or west, 2484027.

Mileage of empty freight cars—north or east, 917246.

Mileage of empty freight cars—south or west, 1221137.

Average number of freight cars in train, 14.

Average number of loaded cars in train, 10.

Average number of empty cars in train, 4.

Average number of tons of freight in train, 110.01.

Average number of tons of freight in each loaded car, 11.48.

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain .....	284514	38477	322991	46.65
Flour .....	4188	3496	7684	1.10
Other mill products.....	1856	1994	3850	.56
Hay'.....	6044	1715	7759	1.13
Tobacco .....	.....	.....	.....	.....
Cotton .....	.....	.....	.....	.....
Fruit and vegetables .....	2668	5429	8097	1.17
<b>Products of animals :</b>				
Live stock .....	61707	20781	82488	11.91
Dressed meats .....	196	46	242	.04
Other packing house products.....	954	636	1590	.23
Poultry, game, and fish.....	633	1363	1996	.29
Wool.....	49	580	629	.09
Hides and leather .....	707	73	780	.11
<b>Products of mines:</b>				
Anthracite coal .....	64	7149	7203	1.04
Bituminous coal .....	2252	75729	77981	11.26
Coke .....	.....	66	66	.01
Ores.....	.....	560	560	.08
Stone, sand, and other like articles.....	21007	3803	24810	3.59
<b>Products of forests :</b>				
Lumber ..	9003	47918	56921	8.22
<b>Manufactures:</b>				
Petroleum and other oils.....	552	3414	3966	.57
Sugar .....	137	1667	1804	.26
Iron, pig, and bloom.....	10	11	21	.01
Iron and steel rails .....	12	391	403	.06
Other castings and machinery.....	138	2411	2549	.37
Bar and sheet metal.....	46	215	261	.04
Cement, brick, and lime .....	3843	5868	9711	1.40
Agricultural implements.....	282	1450	1732	.25
Wagons, carriages, tools, etc .....	62	775	837	.12
Wines, liquors, and beers.....	330	2518	2848	.41
Household goods and furniture.....	230	1350	1580	.23
Merchandise.....	11852	18137	29989	4.33
<b>Miscellaneous: Other commodities not men- tioned above .....</b>	<b>4510</b>	<b>22640</b>	<b>27150</b>	<b>3.91</b>
<b>Total tonnage—Nebraska.....</b>	<b>417846</b>	<b>270652</b>	<b>688498</b>	<b>.56</b>
<b>Company material hauled .....</b>	<b>.....</b>	<b>.....</b>	<b>3852</b>	<b>.....</b>
<b>Grand total tonnage—Nebraska.....</b>	<b>.....</b>	<b>.....</b>	<b>692350</b>	<b>100</b>

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives :</b>						
Passenger.....		7	7	Westinghouse ...		None.
Freight .....		12	12	Westinghouse ...		None.
Switching .....						
<b>Total locomotives.....</b>		<b>19</b>	<b>19</b>			
<b>Cars in passenger service :</b>						
First-class passenger cars.....		1	1	Westinghouse ...	1	Miller.
Second-class passenger cars.....						
Combination passenger cars.....		1	1	Westinghouse ...	1	Miller.
Emigrant cars.....						
Dining cars .....						
Parlor cars .....						
Sleeping cars.....						
Baggage, express, and postal cars .....		3	3	Westinghouse ...	3	
Other cars in passenger service .....						
<b>Total.....</b>		<b>5</b>	<b>5</b>		<b>5</b>	
<b>Cars in freight service :</b>						
Box cars .....		256	245	Westinghouse ...		
Flat cars and coal cars.....		5				
Stock cars.....		9	8	Westinghouse ...		
Coal cars.....		107	103			
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
<b>Total .....</b>		<b>377</b>	<b>356</b>			
<b>Cars in company's service:</b>						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....		1				
Other road cars.....						
<b>Total .....</b>		<b>1</b>				
<b>Cars contributed to fast freight line service .....</b>						
<b>Grand total owned.....</b>		<b>383</b>	<b>361</b>		<b>5</b>	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track.....	239.38	242.67	.....	93.10	575.15	.....	247.21	234.84
Miles of yard track, sidings and spurs	28.35	21.42	.....	.....	49.77	.....	.....	.....
Total mileage operated (all tracks)	267.73	264.09	.....	.....	624.92	.....	.....	.....

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
I. Mileage operated by road making this report:								
Iowa.....						2.30		
Nebraska .....	171.78	242.67			414.45	90.80	226.92	187.53
Kansas .....	67.60				67.60		20.29	47.31
Total mileage operated (single track).....	239.38	242.67			482.05		247.21	234.84
II. Mileage owned by road making this report:								
Nebraska .....	171.78				414.45		226.92	187.53
Kansas .....	67.60				67.60		20.29	47.31
Total mileage owned (single track).....	239.38				482.05		247.21	234.84

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Iron .....	56201.21	50 pounds.	\$23 00
Steel .....	69803.14	56 pounds.	27 38

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak .....	26021	.....
Cedar .....	26934	.....
Total .....	52955	\$0 52

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of Lard wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	26865	366.00	2710900	.....	85.03
Freight .....	22692	316.25	2290284	.....	86.19
Switching .....	4151	143.00	434633	.....	57.08
Construction .....	1544	57.12	158208	.....	86.24
Total .....	55352	882.37	5594025	.....	82.38
Average cost at distributing point:	\$4 05	\$2 80	\$4 06	.....	.....

ANNUAL REPORT  
OF THE  
ST. JOSEPH & GRAND ISLAND RAILROAD CO.  
FOR THE YEAR ENDING JUNE 30, 1892.

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HISTORY.

Name of common carrier making this report? The St. Joseph & Grand Island Railroad Company.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Kansas and Nebraska.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. On June 11, 1885, the St. Joseph & Western R. R. Co. was sold under foreclosure. On June 19, 1885, the Hastings & Grand Island R. R. Co. was sold under foreclosure. The purchaser incorporated two new companies, the St. Joseph & Maysville R. R. Co., under the Kansas laws in June, 1885, and the Grand Island & Maysville R. R. Co., under the Nebraska laws in June, 1885. On June 22, 1885, the St. Joseph & Maysville R. R. Co. and the Grand Island & Maysville R. R. Co. were consolidated into the St. Joseph & Grand Island Railroad Company. On June 23, 1885, the property of the St. Joseph Bridge Building Co. was purchased by the St. Joseph & Grand Island R. R. Co.

Date and authority for each consolidation? Sec. No. 4.

If a re-organized company, give name of original corporation, and refer to laws under which it was organized. Sec. No. 4.

[For companies not making operating reports.] What carrier operates the road of this company? This company makes an operating report.



## ORGANIZATION.

## NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Frederick L. Ames, Boston, Mass., June 13, 1893.

Edwin F. Atkins, Boston, Mass., June 13, 1893.

S. H. H. Clark, Omaha, Neb., June 13, 1893.

F. Gordon Dexter, Boston, Mass., June 13, 1893.

H. P. Dillon, Topeka, Kan., June 13, 1893.

Jay Gould, New York, June 13, 1893.

James M. Ham, New York, June 13, 1893.

N. H. Loomis, Topeka, Kan., June 13, 1893.

Alex E. Orr, New York, June 13, 1893.

Russell Sage, New York, June 13, 1893.

Wm. Strauss, New York, June 13, 1893.

A. L. Williams, Topeka, Kan., June, 13, 1893.

P. B. Wychoff, New York, June 13, 1893.

Total number of stockholders at date of last election? 175.

Date of last meeting of stockholders for election of directors?  
June 14, 1892.

Give post-office address of general office. Boston, Mass.

Give post-office address of operating office. St. Joseph, Mo.

## OFFICERS.

## TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of Board—Vacant.

President—Vacant.

Vice-President—Frederick L. Ames, Boston, Mass.

Secretary—Alex. Miller, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

General Solicitor—J. M. Thurston, Omaha, Neb.

Attorney, or General Counsel—M. A. Reed, St. Joseph, Mo.

Comptroller—Oliver W. Mink, Boston, Mass.

Auditor—J. G. Drew, St. Joseph, Mo.

General Manager—W. P. Robinson, Jr., St. Joseph, Mo.

Superintendent—A. M. Morey, St. Joseph, Mo.

General Freight Agent—S. M. Adsit, St. Joseph, Mo.

Asst. General Freight Agent—S. M. Adsit, St. Joseph, Mo.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
St. Joseph & Grand Island R. Co.....	St. Joseph, Mo.....	Grand Island, Neb.....	.....	251.06

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstand- ing.	DIVIDENDS DE- CLARED DUR- ING YEAR.	
					Rate per cent.	Amount.
Capital stock:						
Common .....	46000	\$100 00	\$4600000 00	\$4555100 00	.....	.....
Stock of constituent companies.....	.....	.....	.....	44900 00	.....	.....
Total .....	46000	\$100 00	\$4600000 00	\$4600000 00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Total num- ber of shares issued.	Total cash realized.
Issued (or to be issued) for re-organiza- tion:			
Common .. .....	.....	46000	.....

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of author- ized issue.	Amount issued.	Amount outstand- ing.	Cash realized on amount issued.	INTEREST.			
	Date of Issue.	When due.					Rate per cent.	When payable.	Amount ac- rued during year.	Amount paid during year.
First Mortgage.....	July 1, 1885	May 1, 1925	\$700000	\$6998000 00	\$6998000 00	Cannot furnish.	.....	.....	\$419880	\$417750
Certificate for do.....	.....	.....	.....	1120 04	1122 04	.....	.....	.....	.....	.....
First Mtg. Bonds of Constituent Co...	.....	.....	.....	2004 53	20004 53	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	\$7019126 57	\$7019126 57	.....	.....	.....	.....	.....
Second Mortgage Income Bonds....	July 1, 1885	July 1, 1925	\$1680000	\$1679000 00	\$1679000 00	.....	5	January and July.....	.....	\$40250
Certificate for do.....	.....	.....	.....	870 00	870 00	.....	.....	.....	.....	.....
Second Mortgage Bonds of Constitu- ent Co.'s.....	.....	.....	.....	22409 17	22409 17	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	\$1702279 17	\$1702279 17	.....	.....	.....	.....	.....
Grand total.....	.....	.....	\$8680000	\$871405 74	\$8721405 74	.....	.....	.....	\$419880	\$468000

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$7019126 57	\$7019126 57	\$419880	\$417750 00
Income bonds .....	1702279 17	1702279 17	.....	40250 00
Total.....	\$8721405 74	\$8721405 74	\$419880	\$458000 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Due from solvent companies and individuals .....	\$167944 31	Audited vouchers and accounts.....	\$422434 31
Other cash assets .....	4130 00	Matured interest coupons unpaid (including coupons due July 1) .....	9560 00
Balance—Current liabilities .....	222750 00	Total .....	\$431994 31
Total .....	\$431994 31		

RECAPITULATION.  
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUT- STANDING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$4600000 00	\$4600000 00	.....	251.06	\$18322 31
Bonds—Grand total.....	8721405 74	8721405 74	.....	251.06	34738 33
Total.....	\$13321405 74	\$13321405 74	.....	251.06	\$53060 64

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRackage RIGHTS EXCLUDED), THE OPER-  
ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
St. Joseph & Grand Island R. R. Co.....	\$4600000 00	\$8721405 74	\$431994 31	\$13753400 05	251.06	\$54781 33
Total carried forward.....	\$4600000 00	\$8721405 74	\$431994 31	\$13753400 05	251.06	\$54781 33

RECAPITULATION—CONTINUED.  
B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPER-  
ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Total brought forward.....	\$4600000 00	\$8721405 74	\$431994 31	\$13753400 05	251.06	\$54781 33
Grand total .....	\$4600000 00	\$8721405 74	\$431994 31	\$13753400 05	251.06	\$54781 33

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.*	Total cost to June 30, 1892.*	Cost per mile.*
	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.			
		Charged to construction or equipment.			
Construction:					
Real estate.....		\$600 00			
Sidings and yard extensions.....		528 87			
Other items .....		1661 46			
Total construction.. .....		\$587 59			
Grand total cost, construction, equipment, etc.....		\$587 59	\$13241499 17	\$13240961 58	\$52740 23
†Total cost construction, equipment, etc.—State of Nebraska .....		\$587 59	\$5944582 28	\$5944850 76	\$52740 23

\* It is not possible for us to give the details of the various items in these columns.

† Arrived at on a road mileage basis.

## INCOME ACCOUNT.

Gross earnings from operation .....	\$990669 35	
Less operating expenses .....	643199 47	
Income from operation .....		\$347469 88
Miscellaneous income, less expenses .....	\$133926 97	
Income from other sources .....		133926 97
Total income .....		\$481396 85
Deductions from income:		
Interest on funded debt accrued.....	\$419880 00	
Taxes .....	57728 88	
Other deductions .....	99309 73	
Total deductions from income .....		576918 61
Deficit .....		\$95521 76
Deficit from operations of year ending June 30, 1892,		95521 76
Deficit on June 30, 1891 .....		180217 98
Deficit on June 30, 1892 .....		\$275739 74



## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions ac- count of repay- ments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$71311 50		
<b>Less repayments:</b>			
Tickets redeemed.....		\$19 16	
Excess fares refunded .....		208 04	
Other repayments .....		71	
Total deductions.....		\$227 91	
Total passenger revenue.....			\$71083 59
Mail .....			12346 46
Express .....			6140 36
Extra baggage and storage.....			2128 60
Total passenger earnings .....			\$91698 95
<b>Freight:</b>			
Freight revenue .....	\$218081 83		
<b>Less repayments:</b>			
Overcharge to shippers .....		\$1542 71	
Other repayments .....		143 18	
Total deductions .....		\$1685 89	
Total freight revenue.....			\$216395 94
Other items.....			216395 94
Total freight earnings.....			\$308694 89
<b>Other earnings from operation:</b>			
Car mileage—balance.....			\$983 07
Telegraph companies.....			1142 75
Rentals not otherwise provided for.			578 43
Total, other earnings.....			\$2704 26
Total gross earnings from operation —Nebraska .....			\$310799 16
Total gross earnings from operation —entire line .....			\$990669 35

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Situation of property leased.	Name of company using property leased.	Total.
Tracks: Seneca to Axtell, Kan.....	Kansas City, Wyandotte & Northwestern R. R. Co.....	\$5350

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Net miscella- neous income.
Profit and loss—guarantee.....	\$132584 88	\$132584 88
Discount and interest.....	1222 09	1222 09
Income from investments.....	120 00	120 00
Total.....	\$133926 97	\$133926 97

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$28558 15	\$41599 72	\$70157 87
Renewals of rails.....	647 90	1170 35	1818 25
Renewals of ties.....	22946 31	30751 81	53698 12
Repairs of bridges and culverts .....	6592 85	9148 58	15741 43
Repairs of fences, road crossings, signs, and cattle guards .....	2627 23	3729 46	6356 69
Repairs of buildings.....	6722 32	9660 20	16382 52
Repairs of telegraph.....	4369 48	6745 76	11115 24
Total .....	\$72464 24	\$102805 88	\$175270 12
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$21303 30	\$29393 53	\$50696 83

## NEBRASKA BOARD OF TRANSPORTATION.

415

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Repairs and renewals of passenger cars.....	\$14035 54	.....	\$14035 54
Repairs and renewals of freight cars.....	.....	\$32815 44	32815 44
Shop machinery, tools, etc.,	1264 63	1826 86	3091 49
Total.....	\$36603 47	\$64035 83	\$100639 30
Conducting transportation:			
Wages of enginemen, fire- men, and round-house- men .....	\$20093 47	\$33860 64	\$53954 11
Fuel for locomotives.....	14658 98	55193 09	69852 07
Water-supply for locomo- tives .....	2528 36	3792 81	6321 17
All other supplies for lo- comotives .....	1002 53	1400 20	2402 73
Wages of other trainmen,	16008 11	25776 87	41784 98
All other train supplies...	3016 38	4917 92	7930 30
Wages of switchmen, flag- men, and watchmen.....	8550 54	13265 02	21815 56
Expense of telegraph, in- cluding train dispatch- ers and operators .....	5400 96	7845 59	13246 55
Wages of station agents, clerks and laborers.....	25141 98	36991 81	62133 79
Station supplies.....	3401 61	5010 43	8412 04
Switching charges—Bal- ance .....	319 44	1854 99	2174 43
Loss and damage.....	1038 28	3322 16	4360 44
Injuries to persons.....	2734 48	3489 12	6223 60
Total.....	\$103891 12	\$196720 65	\$300611 77
General expenses:			
Salaries of officers.....	\$3968 16	\$6248 49	\$16216 65
Salaries of clerks.....	4743 14	6922 94	11666 08
General office expenses and supplies .....	584 17	1042 08	1626 25

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Agencies, including salaries and rent.....	\$2495 72	\$6210 55	\$8706 27
Advertising.....	1034 36	.....	1034 36
Commissions.....	10 95	10039 33	10050 28
Insurance.....	1579 82	2313 58	3893 40
Expense of traffic associations.....	1151 56	1789 79	2941 35
Rents for tracks, yards, and terminals .....	3108 77	5048 43	8157 20
Rentals not otherwise provided for.....	133 43	87 11	220 54
Legal expenses.....	981 82	1363 55	2345 37
Stationery and printing...	2272 56	3480 97	5753 53
Other general expenses...	23 19	43 81	67 00
Total .....	<u>\$22087 65</u>	<u>\$44590 63</u>	<u>\$66578 28</u>
Recapitulation of expenses:			
Maintenance of way and structures.....	\$72464 24	\$102805 88	\$175270 12
Maintenance of equipment	36603 47	64035 83	100639 30
Conducting transportation	103891 12	196720 65	300611 77
General expenses.....	22087 65	44590 63	66678 28
Grand total.....	<u>\$235046 48</u>	<u>\$408152 99</u>	<u>\$643199 47</u>
Percentage of expenses to earnings, entire line.....	.....	.....	64.92
Operating expenses, state of Nebraska:			
Maintenance of way and structures.....	29855 27	36701 70	66556 97
Maintenance of equipment	14805 05	16695 05	31500 10
Conducting transportation	42803 14	70229 27	113032 41
General expenses.....	6357 93	13246 61	19604 57
Total.....	<u>\$93821 39</u>	<u>.....</u>	<u>\$230694 05</u>
Percentage of proportional expenses to earnings, Neb.....	74.23		

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation and situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:			
To St. Joseph stock yards.....	Hannibal & St. J. Ry. Co.	\$369 29	
Total .....			\$369 29
Terminals:			
St. Joseph, Mo.....	St. Jo. Terminal R. R....	\$6648 70	
	St. Jo. Union depot.....	1139 21	
Total .....			7787 91
	Total rentals .....		\$8157 20

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$13241499 17	Cost of road and equipments.....	\$13240961 58		\$587 59
96800 00	Bonds of other companies owned .....	97800 00	\$1000 00	
371700 00	Stocks of other companies owned .....			371700 00
126828 10	Cash and current assets.....	209244 31	82916 21	
2243 30	Equipment and improvement fund.....	15780 89	13537 59	
180217 98	Profit and loss .....	275739 74	95521 76	
\$14018788 55	Grand total .....	\$13739526 52		\$179262 03

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	LIABILITIES.	Total.	Increase.	Decrease.
\$4600000 00	Capital stock.....	\$4600000 00		
8721405 74	Funded debt.....	8721405 74		
611256 84	Current liabilities .....	481994 31		\$179262 03
70000 00	Accrued interest on funded debt not yet payable .....	70000 00		
16126 47	Construction contract Kansas City & Omaha R. R.....	16126 47		
\$14018788 55	Grand total.....	\$13839526 52		\$179262 03

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

EXPRESS COMPANIES.

Pacific Express Co. Contract dated May 1, 1886.

OTHER RAILROADS.

St. Joseph Terminal R. R. Co. for terminal facilities and repairing equipments. Contract dated July 1, 1887.

St. Joseph Union Depot Co. Contract dated January 1, 1889.

Union Pacific Ry. Co., Kansas City & Omaha R. R. Co. Contract dated January 1, 1887.

The Kansas City & Omaha R. R. Co. is guaranteed certain net earnings, in consideration of which the road of the contracting parties are to be operated in harmony.

Kansas City & Wyandotte & Northwestern R. R. Co. Contract dated December 24, 1888. Lease of track between Seneca and Axtell, Kansas.

Union Pacific Ry. Co. Contract dated July 1, 1885. Interchange of business and traffic.

TELEGRAPH COMPANIES.

Western Union Telegraph Co.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage bonds,	St. Joseph, Mo..	Grand Island, Neb....	251.06	\$27881 78	All	So much as is necessary to pay interest on first mortgage bonds.	5,000 shares, or \$500,000, in St. Jo. Bridge Building Co. stock mortgaged to secure and protect the company's interest in the bridge over the Missouri river at St. Jo., Mo.
Second mortgage income bonds .....	St. Joseph, Mo..	Grand Island, Neb....	251.06	6691 62	All	So much as is necessary to pay interest on 2d mortgage bonds after providing for interest on first mortgage bonds.	

SIXTH ANNUAL REPORT OF THE  
EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total yearly compensa- tion.	Average daily com- pensation.
General officers .....	13	\$13115 17	\$3 12
General office clerks.....	42	18499 46	1 28
Station agents.....	36	38540 00	2 97
Other station men.....	27	13802 00	1 42
Enginemen .....	22	30217 12	3 81
Firemen.....	22	17620 00	2 22
Conductors .....	17	18296 65	2 99
Other trainmen .....	30	22997 25	2 13
Carpenters.....	12	10078 20	2 33
Other shopmen.....	8	7890 60	2 74
Section foremen .....	38	22814 60	1 67
Other trackmen.....	60	27751 20	1 28
Switchmen, flagmen, and watchmen .....	4	3252 80	2 26
Telegraph operators and dispatchers .....	22	15766 60	1 99
Employes—account floating equipment.....	5	3414 10	1 89
All other employes and laborers.....	28	17328 13	1 72
Total (including “general officers”) .....	386	\$281383 88	\$2 04
Less “general officers” .....	13	13115 17	3 12
Total (excluding “general officers”).....	373	\$268268 71	\$2 01
Distribution of above:			
General administration.....	55	31614 63	1 70
Maintenance of way and structure.....	110	60644 00	1 53
Maintenance of equipment.....	13	11304 70	2 41
Conducting transportation.....	207	177820 55	2 37
Total (including “general officers”).....	386	\$281383 88	\$2 04
Less “general officers” .....	13	13115 17	3 12
Total (excluding “general officers”).....	373	\$268268 71	\$2 01
Total (including general officers ’’)—entire line,	386	281383 88	2 01

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.

Passenger traffic:  
Number of passengers carried earning revenue, 95380.  
Number of passengers carried one mile, 2472538.  
Average distance carried, 25.92.  
Total passenger revenue, \$71083.59.  
Average amount received from each passenger, \$0.74527.  
Average receipts per passenger per mile, \$0.02875.



Estimated cost of carrying each passenger one mile, \$0.03795.

Passenger earnings per mile of road, \$814.88447.

Passenger earnings per train mile, \$0.85638.

Total passenger earnings, \$91698.95.

**Freight traffic:**

Number of tons carried of freight earning revenue, 343207.

Number of tons carried one mile, 17360866.

Average distance haul of one ton, 50.58.

Total freight revenue, \$216395.94.

Average amount received for each ton of freight, \$0.63051.

Average receipts per ton per mile, \$0.01246.

Estimated cost of carrying one ton one mile, \$0.00788.

Freight earnings per mile of road, \$192.47839.

Freight earnings per train mile, \$1.94188.

Total freight earnings, \$216395.94.

**Passenger and freight:**

Passenger and freight revenue, \$287479.53.

Passenger and freight revenue per mile of road, \$255.46923.

Passenger and freight earnings, \$308095.89.

Passenger and freight earnings per mile of road, \$273.78911.

Gross earnings from operation, \$310799.15.

Gross earnings from operation per mile of road, \$276.19226.

Expenses, \$230694.05.

Expenses per mile of road, \$205.00671.

**Train mileage:**

Miles run by passenger trains, 97129.

Miles run by freight trains, 81591.

Miles run by mixed trains, 39793.

Total mileage trains earning revenue, 218513.

Miles run by construction and other trains, 1280.

Grand total train mileage, 219793.

\* Mileage of loaded freight cars—north or east, 962472.

\* Mileage of loaded freight cars—south or west, 688121.

Mileage of empty freight cars—north or east, 223616.

Mileage of empty freight cars—south or west, 534043.

Average number of freight cars in train, 20.

\* Average number of loaded cars in train, 14.

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\* Caboose treated as loaded.

Average number of empty cars in train, 6.

Average number of tons of freight in train, 143.02.

\* Average number of tons of freight in each loaded car, 11.06.

**Passenger traffic—entire line :**

Number of passengers carried earning revenue, 219179.

Number of passengers carried one mile, 6001306.

Average distance carried, 27.38.

Total passenger revenue, \$172533.05.

Average amount received from each passenger, \$0.78718.

Average receipts per passenger per mile, \$0.02875.

Estimated cost of carrying each passenger one mile, \$0.03917.

Passenger earnings per mile of road, \$873.45415.

Passenger earnings per train mile, \$0.85075.

Total passenger earnings, \$219289.40

**Freight traffic :**

Number of tons carried of freight earning revenue, 492961.

Number of tons carried one mile, 59455019.

Average distance haul of one ton, 120.61.

Total freight revenue, \$74181.98.

Average amount received for each ton of freight, \$1.50333.

Average receipts per ton per mile, \$0.02146.

Estimated cost of carrying one ton one mile, \$0.00686.

Freight earnings per mile of road, 2951.81224.

Freight earnings per train mile, \$1.88012.

Total freight earnings, \$741081.98.

**Passenger and freight :**

Passenger and freight revenue, \$913615.03.

Passenger and freight revenue per mile of road, \$3639.03063.

Passenger and freight earnings, \$960371.38.

Passenger and freight earnings per mile of road, \$3825.26639.

Gross earnings from operation, \$990669.35.

Gross earnings from operation per mile of road, \$3945.94659.

Expenses, \$643199.47.

Expenses per mile of road, \$2561.92527.

**Train mileage:**

Miles run by passenger trains, 235738.

Miles run by freight trains, 328099.

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\* Caboose treated as empty.

Miles run by mixed trains, 88092.

Total mileage trains earning revenue, 651929.

Miles run by switching trains, 41791.

Miles run by construction and other trains, 17520.

Grand total train mileage, 711240.

\* Mileage of loaded freight cars—north or east, 2779431.

\* Mileage of loaded freight cars—south or west, 1945790.

Mileage of empty freight cars—north or east—575261.

Mileage of empty freight cars—south or west, 1448742.

Average number of freight cars in train, 16.

\* Average number of loaded cars in train, 11.

Average number of empty cars in train, 5.

Average number of tons of freight in train, 142.85.

† Average number of tons of freight in each loaded car, 1352.

Mileage of switching trains arrived at by allowing eight miles per hour.

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\* Caboose treated as loaded.

† Caboose car treated as empty.

## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain .....	133722	118647	252419	52.38
Flour .....	3562	2141	5703	1.18
Other mill products .....	224	299	523	.11
Hay .....	2003	307	2310	.48
Fruit and vegetables .....	2945	2057	5002	1.03
<b>Products of animals:</b>				
Live stock .....	26892	5711	32603	6.89
Dressed meats .....	57	.....	57	.01
Other packing-house products .....	26	20	46	.00
Poultry, game, and fish .....	910	297	1207	.25
Wool .....	10	321	331	.06
Hides and leather .....	99	11	110	.02
<b>Products of mines:</b>				
Anthracite coal .....	298	2582	2880	.59
Bituminous coal .....	2321	69821	72142	15.00
Coke .....	13	13	26	.00
Ores .....	109	1091	1200	.24
Stone, sand, and other like articles .....	8210	1052	9262	1.92
<b>Products of forest:</b>				
Lumber .....	1715	23802	29517	6.12
<b>Manufactures:</b>				
Petroleum and other oils .....	326	260	586	.12
Sugar .....	496	895	1391	.28
Naval stores .....	50	.....	50	.00
Iron and steel rails .....	21	109	130	.03
Other castings and machinery .....	422	577	999	.20
Bar and sheet metal .....	150	2208	2358	.49
Cement, brick, and lime .....	9794	2034	11828	2.45
Agricultural implements .....	323	698	1021	.20
Wagons, carriages, tools, etc. ....	224	343	567	.10
Wines, liquors, and beers .....	180	1262	1442	.30
Household goods and furniture .....	621	194	815	.16
Merchandise .....	20390	7801	28191	5.85
Miscellaneous: Other commodities not men- tioned above .....	7600	9542	17142	3.54
Company material hauled .....	.....	.....	11103	.....
<b>Total tonnage—Entire line.. .....</b>	<b>227763</b>	<b>254095</b>	<b>492961</b>	<b>100</b>

DESCRIPTION OF EQUIPMENT.

ITEM.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTO- MATIC COUP- LER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....	10	10	Westinghouse.	.....	.....
Freight.....	14	14	.....	.....	.....
Switching.....	1	1	.....	.....	.....
Total.....	25	25	.....	.....	.....
Cars in passenger service:					
First-class passenger cars.....	5	5	.....	5	Miller.
Combination passenger cars.....	5	5	.....	.....	.....
Baggage, express, and postal cars	5	5	.....	5	.....
Other cars in passenger service...	1	1	.....	1	.....
Total.....	16	16	.....	16	.....
Cars in freight service:					
Box cars.....	415	415	.....	.....	.....
Flat cars.....	25	.....	.....	.....	.....
Stock cars.....	91	91	.....	.....	.....
Coal cars.....	40	.....	.....	.....	.....
Total.....	571	506	.....	.....	.....
Cars in company's service:					
Derrick cars.....	1	.....	.....	.....	.....
Caboose cars.....	12	.....	.....	.....	.....
Other road cars.....	2	.....	.....	.....	.....
Total.....	15	.....	.....	.....	.....
Total owned.....	602	522	.....	16	.....
Grand total.....	602	522	.....	16	.....

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock. Main line.	Total mileage Operated.	Rails—steel.
Miles of single track.....	251.06	251.06	251.06
* Miles of yard track, sidings, and spurs.....	24.34	24.34	.....
Total mileage operated (all track).....	275.40	275.40	251.06

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	Line represented by capital stock. Main line.	Total mileage, ex- cluding trackage mileage.	Rails—steel.
I. Mileage operated by road making this report:			
Missouri .....	.18	.18	.18
Kansas.....	138.35	138.35	138.35
Nebraska .....	112.53	112.53	112.53
Total mileage operated (single track).....	251.06	251.06	251.06
II. Mileage owned by road making this report:			
Missouri .....	.18	.18	.18
Kansas .....	138.35	138.35	138.35
Nebraska .....	112.53	112.53	112.53
Total mileage owned (single track).....	251.06	251.06	251.06

\* Impossible to furnish the steel and iron rails for "miles of yard track and sidings" as no record of this has been kept.

# RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

## NEW RAILS LAID DURING YEAR.

Kind.	Tons, lbs.	Weight per yard.	Average price per ton at distributing point.
Iron .....	106 0986	52 pounds.	\$22 06
Steel .....	8 915	60 pounds.	27 10

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak .....	36253	\$0 58
Cedar .....	2921	48

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of hard wood.	Total fuel consumed.	Miles run.	Average pounds consumed per mile.
Passenger .....	6410.50	187.75	6535.67	2558.93	51.08
Freight .....	24249.00	536.13	24486.42	4160.37	117.71
Switching.....	546.00	30.99	566.66	417.91	27.12
Construction .....	424.50	8.37	430.08	141.44	60.81
Total .....	31630.00	583.24	32018.83	727865.00	87.98
Av. cost at distributing point ..	\$2 17	\$2 04	\$2 18	.....	.....

ANNUAL REPORT  
OF THE  
KANSAS CITY & OMAHA RAILROAD COMPANY  
FOR THE YEAR ENDING JUNE 30, 1892.

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HISTORY.

Name of common carrier making this report? Kansas City & Omaha Railroad Company.

Date of organization? July 23, 1886.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under laws of the state of Nebraska.

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OFFICERS.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EX-  
PIRATION OF TERM.

Fred L. Ames, Boston, Mass., May 9, 1893.

James H. Benedict, New York, May 9, 1893.

S. H. H. Clark, Omaha, Neb., May 9, 1893.

F. Gorton Dexter, Boston, Mass., May 9, 1893.

Sidney Dillon, New York (deceased), May 9, 1893.

Jay Gould, New York (deceased), May 9, 1893.

Wm. Strauss, New York, May 9, 1893.

Total number of stockholders at date of last election? 62.

Date of last meeting of stockholders for election of directors?  
May 2, 1892.

Give post-office address of general office. Boston, Mass.

Give post-office address of operating office. St. Joseph, Mo.



OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—Vacant.  
President—James H. Benedict, New York.  
Secretary—Alex. Miller, Boston, Mass.  
Treasurer—James G. Harris, Boston, Mass.  
General Solicitor—J. M. Thurston, Omaha, Neb.  
Attorney, or General Counsel—M. A. Reed, St. Joseph, Mo.  
Comptroller—Oliver W. Mink, Boston, Mass.  
Auditor—J. G. Drew, St. Joseph, Mo.  
General Manager—W. P. Robinson, St. Joseph, Mo.  
Superintendent—A. M. Morey, St. Joseph, Mo.  
General Freight and Passenger Agent—S. M. Adsit, St. Joseph, Mo.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Kansas City & Omaha Railroad Co.....	Stromsburg, Neb.....	Fairfield, Neb...	64.35	.....
	Alma Junction, Neb.	Alma, Neb.....	85.66	.....
	McCool Junct., Neb.	K. C. & O. Junction, Neb.....	43.67	193.68

CAPITAL STOCK.

DESCRIPTION.	Number of shares.	Par value of shares.	Total par value authorized.	Total amount is- sued and outstand- ing.
Capital stock: Common .....	\$60000	\$100	\$6000000	\$4410000

Manner of payment for capital stock: Shares.  
Issued for construction, common..... 44100

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BOND.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate per cent.	When payable.	Amount accrued during year.	Amount paid during year.
Kansas City and Omaha first mortgage bonds..	Jan. 1, 1887...	Jan. 1, 1927...	\$2940000	\$2713000	\$2713000	5	January and July.....	\$138725	\$55875

CURRENT ASSETS AND LIABILITIES.

<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>		<i>Current Liabilities Accrued to and Including June 30, 1890.</i>	
Due from solvent companies and individuals.....	\$270199	Matured interest coupons unpaid (including coupons due July 1).....	\$328087
Balance—current liabilities.....	57886		
Total.....	\$328087	Total.....	\$328087

RECAPITULATION.  
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTAND ING.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$4410000	\$4410000	.....	193.68	\$22769 00
Bonds.....	2713000	2713000	.....	193.68	14007 00
Total.....	\$7123000	\$7123000	.....	193.68	\$36777 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPER-  
ATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					MILES.	AMOUNT.
Kansas City & Omaha Railroad Company.....	\$4410000	\$2713000	\$328087	\$7451087	193.68	\$384

## INCOME ACCOUNT.

Gross earnings from operation .....	\$189296	
Less operating expenses .....	142339	
	<hr/>	
Income from operation .....		\$46957
Miscellaneous income—less expenses .....	\$147550	
	<hr/>	
Income from other sources .....		147550
		<hr/>
Total income .....		\$194507
Deduction from income:		
Interest on funded debt accrued.....	\$138725	
Taxes .....	30703	
	<hr/>	
Total deductions from income .....		\$169428
		<hr/>
Net income .....		\$25079
Surplus from operations of year ending June		
30, 1892.....		25079
Deficit on June 30, 1891 .....		82968
		<hr/>
Deficit on June 30, 1892 .....		\$57888

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions ac- count of repay- ments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$23945		
Less repayments:			
Tickets redeemed .....		\$2 05	
Excess fares refunded.....		25 55	
Total deductions .....		\$27 60	
Total passenger revenue .....			\$23917
Mail .....			14734
Express .....			1868
Extra baggage and storage .....			601
Total passenger earnings .....			\$41123
Freight:			
Freight revenue .....	\$126626		
Less repayments:			
Overcharge to shippers.....		\$1035 00	
Other repayments .....		60 00	
Total deductions.....		\$1095 00	
Total freight revenue .....			\$125530
Other earnings from operation:			
Car mileage—balance.....			\$19042
Telegraph companies....			1582
Rentals not otherwise provided for.			1925
Other sources.....			92
Total, other earnings.....			\$22642
Total gross earnings from operation..			\$189296

MISCELLANEOUS INCOME.

Item.	Gross income.	Net miscellaneous income.
U. P. Ry. Co. and St. J. & G. I. R. R. Co.....	Guaranty.	\$147550

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structure:			
Repairs of roadway.....	\$9037	\$14003	\$23040
Renewal of rails.....	32	37	69
Renewal of ties.....	209	327	537
Repairs of bridges and culverts..	512	776	1288
Repairs of fences, road-crossings, signs, and cattle guards.....	224	355	579
Repairs of buildings.....	1342	2115	3458
Repairs of telegraph.....	77	124	202
Total .....	\$11436	\$17740	\$29176
Maintenance of equipment:			
Repairs and renewals of locomo- tives.....	\$3171	\$2959	\$6130
Repairs and renewals of passen- ger cars.....	4356	.....	4356
Repairs and renewals of freight cars.....	.....	617	5617
Shop machinery, tools, etc.....	221	5347	568
Total .....	\$7749	\$8924	\$16674
Conducting transportation:			
Wages of enginemen, firemen, and roundhousemen .....	\$5786	\$8943	\$14730
Fuel for locomotives.....	7492	15591	23084
Water supply for locomotives....	1077	1693	2771
All other supplies for locomotives	219	348	568
Wages of other trainmen.....	4971	4814	12785
All other train supplies.....	1029	1629	2658
Wages of switchmen, flagmen, and watchmen.....	501	753	1254
Expense of telegraph, including train dispatchers and operators	1458	2326	3784
Wages of station agents, clerks, and laborers.....	6995	10912	17908
Station supplies.....	547	887	1435

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Switching charges—balances.....	\$137	\$317	\$455
Loss and damage.. .....	388	1005	1393
Injuries to persons.....	12	19	31
Total .....	\$30619	\$52242	\$82862
General expenses:			
Salaries of officers.....	\$1010	\$1653	\$2664
Salaries of clerks.....	1051	1698	2750
General office expenses and sup- plies .....	186	306	492
Agencies, including salaries and rent .....	226	920	1147
Advertising .....	168	.....	168
Commissions.....	.....	1477	1477
Insurance.....	804	1262	2067
Expense of traffic associations....	88	145	234
Rentals not otherwise provided for.....	23	3	26
Legal expenses.....	216	343	559
Stationery and printing.....	708	1128	1836
Other general expenses .....	76	127	203
Total.....	\$4560	\$9066	\$13326
Recapitulation of expenses:			
Maintenance of way and structures,	\$11436	\$17740	\$29176
Maintenance of equipment.....	7749	8924	16674
Conducting transportation.....	30619	52242	82862
General expenses.....	4560	9066	13626
Grand total.....	\$54365	\$87974	\$142339
Percentage of expenses to earnings.....	75.19		

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$7123000	{ Cost of road ..... }	\$7123000	.....	.....
165344	{ Cost of equipment }	270199	\$104854	.....
82968	Cash and current assets .....	57888	.....	\$25079
	Profit and loss .....			
\$7371312	Grand total .....	\$7451087	\$79775	.....

JUNE 30, 1891		JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.	LIABILITIES.	Total.	Increase.	Decrease.
\$4410000	Capital stock .....	\$4410000	.....	.....
2713000	Funded debt .....	2713000	.....	.....
248212	Current liabilities.....	328087	\$79775	.....
\$7371312	Grand total .....	\$7451087	\$79775	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

EXPRESS COMPANIES.

Pacific Express Company.

MAILS.

Rates fixed by Postmaster General.

OTHER RAILROAD COMPANIES.

Union Pacific Ry. Co.  
St. Jo. & Grand Island R. R. Co., } Contract dated Jan. 1, '87.

TELEGRAPH COMPANIES.

Contract with Western Union Telegraph Co.



SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OB- LIGATION.	WHAT ROAD MORTGAGED.			AMOUNT OF MORTGAGE PER MILE OF LINE.	WHAT EQUIPMENT MORT- GAGED.	WHAT IN- COME MORT- GAGED.
	From—	To—	Miles.			
First mortgage bonds...	Stromsburg Alma Junc. McCool "	Fairfield... Alma ..... K. C. & O. J.	64.35 85.66 43.67	} \$15000	All.	All.

EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compensa- tion.	Av. daily compen- sation.
General officers .....	8	\$2135	\$0 84
General office clerks .....	19	3011	48
Station agents .....	25	1560	1 67
Other station men.....			
Enginemen.....	5	6748	4 08
Firemen.....	5	3943	2 38
Conductors .....	5	5854	3 53
Other trainmen .....	10	6970	2 10
Carpenters.....	4	3375	2 34
Other shopmen.....	6	3096	1 45
Section foremen.....	15	9000	1 67
Other trackmen.....	32	13824	1 20
Switchmen, flagmen, and watchmen .....	2	840	1 17
Telegraph operators and dispatchers.....	5	2475	1 38
Employees—account floating equipment.....	2	1440	2 00
Total (including "general officers")—Nebraska,	143	\$64273	\$1 28
Less "general officers".....	8	2135	84
Total (excluding "general officers") .....	135	\$62138	\$1 30
Distribution of above :			
General administration .....	27	\$5146	\$0 59
Maintenance of way and structures .....	51	26190	1 40
Maintenance of equipment.....	8	4536	1 57
Conducting transportation.....	57	28392	1 43

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.**

**Passenger traffic:**

Number of passengers carried earning revenue, 46075.  
Number of passengers carried one mile, 864030.  
Average distance carried, 18.75.  
Total passenger revenue, \$23917.97.  
Average amount received from each passenger, \$0.51911.  
Average receipts per passenger per mile, \$0.02768.  
Estimated cost of carrying each passenger one mile, \$0.05960.  
Passenger earnings per mile of road, \$212.32456.  
Passenger earnings per train mile, \$0.60653.  
Total passenger earnings, \$41123.02.

**Freight traffic:**

Number of tons carried of freight earning revenue, 204912.  
Number of tons carried one mile, 9116531.  
Average distance haul of one ton, 4449.  
Total freight revenue, \$125530.48.  
Average amount received for each ton of freight, \$0.61261.  
Average receipts per ton per mile, \$0.01377.  
Estimated cost of carrying one ton one mile, \$0.00965.  
Freight earnings per mile of road, \$648.13341.  
Freight earnings per train mile, \$1.17976.  
Total freight earnings, \$125520.48.

**Passenger and freight:**

Passenger and freight revenue, \$149448.45.  
Passenger and freight revenue per mile of road, \$771.62562.  
Passenger and freight earnings, \$166653.50.  
Passenger and freight earnings per mile of road, \$860.45799.  
Gross earnings from operation, \$189296.47.  
Gross earnings from operation per mile of road, \$977.36715.  
Expenses, \$142339.29.  
Expenses per mile of road, \$734.91992.

**Train mileage:**

Miles run by passenger trains, 43064.  
Miles run by freight trains, 32192.  
Miles run by mixed trains, 98948.

Total mileage trains earning revenue, 174204.

Miles run by switching trains, 5853.

Miles run by construction and other trains, 959.

Grand total train mileage, 181016.

\* Mileage of loaded freight cars—north or east, 433834.

\* Mileage of loaded freight cars—south or west, 349090.

Mileage of empty freight cars—north or east, 112098.

Mileage of empty freight cars—south or west, 206589.

Average number of freight cars in train, 8.

\* Average number of loaded cars in train, 6.

Average number of empty cars in train, 2.

Average number of tons of freight in train, 6952.

† Average number of tons of freight in each loaded car, 1214.

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\* Caboose treated as loaded.

† Caboose treated as empty.

## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain .....	132114	1160	133274	65.09
Flour.....	265	586	851	.41
Other mill products .....	111	58	169	.08
Hay.....	296	24	320	.16
Fruit and vegetables .....	483	400	883	.43
<b>Products of animals:</b>				
Live stock .....	12236	909	13139	6.42
Other packing-house products.....		10	10	.01
Poultry, game, and fish .....	65	10	75	.04
Hides and leather .....	3	3		
<b>Products of mines:</b>				
Anthracite coal .....		575	575	.28
Bituminous coal.....		23555	23555	11.50
Coke .....	25		25	.01
Ores.....		11	11	.01
Stone, sand, and other like articles .....	1067	3385	4452	2.17
<b>Products of forest:</b>				
Lumber .....	78	10283	10361	5.06
<b>Manufactures:</b>				
Petroleum and other oils .....		404	404	.20
Sugar .....	5		5	
Castings and machinery.....	33	260	293	.16
Bar and sheet metal .....	10		10	.01
Cement, brick, and lime .....	221	866	1087	.53
Agricultural implements.....	10	395	405	.20
Wagons, carriages, tools, etc.....		97	97	.04
Wines, liquors, and beers.....		418	418	.21
Household goods and furniture .....	23	76	99	.04
<b>Merchandise</b> .....	4456	6457	10913	5.33
<b>Miscellaneous:</b>				
Other commodities not mentioned above...	1115	2186	3301	1.61
Company's material hauled.....			177	
<b>Total tonnage—Entire line</b> .....	<b>152616</b>	<b>52125</b>	<b>204912</b>	<b>100.00</b>

DESCRIPTION OF EQUIPMENT.

ITEM.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTO- MATIC COUP- LER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Freight.....	10	10	Westinghouse.	.....	.....
Total.....	10	10	Westinghouse.	.....	.....
Cars in passenger service:					
First-class passenger cars.....	4	4	Westinghouse.	4	Miller.
Combination passenger cars.....	4	4	Westinghouse.	4	Miller.
Total.....	8	8	Westinghouse.	8	Miller.
Cars in freight service:					
Box cars.....	280	280	Westinghouse.	.....	.....
Flat cars.....	48	.....	.....	.....	.....
Total.....	328	280	Westinghouse.	.....	.....
Cars in company's service :					
Caboose cars.....	6	.....	.....	.....	.....
Other road cars.....	1	.....	.....	.....	.....
Total.....	7	.....	.....	.....	.....
Total owned.....	343	288	Westinghouse.	8	Miller.

MILEAGE.

MILEAGE OF ROAD OPERATED AND OWNED. (ALL IN NEBRASKA.)

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under trackage rights.	Total mileage operated	New line constructed during year.	RAIL.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track .....	193.68	.....	.....	.....	193.68	.....	.....	193.68
Miles of yard track, sidings, and spurs.....	12.29	.....	.....	.....	12.29	.....	.....	.....
Total mileage operated (all tracks).....	205.97	.....	.....	.....	205.97	.....	.....	.....

## RENEWALS OF RAILS AND TIES.

## NEW RAILS LAID DURING YEAR.

KIND.	Tons, lbs.	Weight per yard.	Average price per ton at distributing point.
Iron.....	9 2212	52 pounds.	\$21 95
Steel.....	845	60 pounds.	23 74

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak.....	640	\$0 60
Cedar.....	163	48

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of soft wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	1896.50	38.25	192200	57244	67.18
Freight .....	4988.00	90.62	504841	120801	83.58
Switching .....	215.56	.75	21900	5853	73.80
Construction.....	56.00	1.13	5076	1425	71.24
Total .....	7150.00	130.75	723717	185323	78.10
Average cost at dist'b. point ...	\$3.19	\$2.12			

ANNUAL REPORT  
OF THE  
KEARNEY & BLACK HILLS RAILWAY CO.  
FOR THE YEAR ENDING JUNE 30, 1892.

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HISTORY.

Name of common carrier making this report? Kearney & Black Hills Railway Co.

Date of organization? May 8, 1889.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under secs. 72 to 122, chapter 16, Nebraska statutes.

[For companies not making operating reports.] What carrier operates the road of this company? Wood River Improvement Co.

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ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

E. C. Davidson, Sault Ste. Marie, Mich., February 2, 1893.

C. L. Davidson, Hull, Iowa, February 2, 1893.

W. C. Tilson, Kearney, Neb., February 2, 1893.

W. A. Downing, Kearney, Neb., February 2, 1893.

Gid. E. Newman, Kearney, Neb., February 2, 1893.

Webster Eaton, Lincoln, Neb., February 2, 1893.

D. M. Coiner, Kearney, Neb., February 2, 1893.

Total number of stockholders at date of last election? 30.

Date of last meeting of stockholders for election of directors? February 3, 1892.

Give post-office address of general office. Kearney, Neb.

Give post-office address of operating office. Kearney, Neb.

## OFFICERS.

Chairman of the Board—E. C. Davidson, Sault Ste. Marie, Mich.

President—E. C. Davidson, Sault Ste. Marie, Mich.

Vice President—W. A. Downing, Kearney, Nebraska.

Secretary—D. M. Coiner, Kearney, Nebraska.

Treasurer—W. C. Tilson, Kearney, Nebraska.

Auditor—J. H. Lathrop, Kearney, Nebraska.

General Manager—J. H. Hamilton, Kearney, Nebraska.

Superintendent of Telegraph—D. M. Coiner, Kearney, Nebraska.

General Freight Agent—J. H. Lathrop, Kearney, Nebraska.

General Passenger Agent—J. H. Lathrop, Kearney, Nebraska.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Kearney & Black Hills Railway.....	Kearney....	Callaway....	65.72

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock : Total common.....	\$240 per mile.	100	\$24000 per mile.	\$931606



FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of author- ized issue.	Amount issued.	Amount outstand- ing.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate per cent.	When payable.	Amount ac- rued during year.	Amount paid during year.
First mortgage .....	May 1, 1890...	May 1, 1920...	\$20000 per mile.	\$887000	\$887000	Whole amount issued for construction.	5	M. & N.	\$44850	\$44850

CURRENT ASSETS AND LIABILITIES.

<i>Cash and Current Assets Available for Payment of Current Liabilities.</i>	<i>Current Liabilities Accrued to and Including June 30, 1892.</i>
Balance—current liabilities .....	Audited vouchers and accounts..... \$9600

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTAND- ING.	APPORTIONMENT.		REMARKS.
		To railroads.	To other properties.	
Capital stock.....	\$931606	\$931606	.....	\$14175
Bonds.....	887000	887000	.....	13496
Total.....	\$1818606	\$1818606	.....	\$27625

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost of road was \$1818606, paid in stocks and bonds, and railway company has no itemized statement as called for.

### INCOME ACCOUNT.

Gross earnings from operation .....	\$114454	
Less operating expenses.....	47919	
	<hr/>	
Income from operation.....		\$66534
		<hr/>
Total income.....		\$66534
Deductions from income:		
Interest on funded debt accrued. ....	\$44350	
Taxes .....	11567	
	<hr/>	
Total deductions from income.....		55917
		<hr/>
Net income.....		\$10616
Surplus from operations of year ending June 30, 1892....		10616
Deficit on June 30, 1891. (From "General Balance Sheet," 1891).....		27609
Deficit on June 30, 1892. (For entry on "General Balance Sheet").....		16992

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions, ac- count of repay- ments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$17368	.....	.....
Less repayments:			
Excess fares refunded.....	.....	\$110	.....
Total deductions.....	.....	\$110	\$110
Total passenger revenue.....	.....	.....	\$17257
Mail .....	.....	.....	3249
Express .....	.....	.....	774
Total passenger earnings.....	.....	.....	\$21281
Freight:			
Freight revenue.....	\$91226	.....	91218
Less repayments .....	.....	\$579	.....
Total deductions.....	.....	\$579	\$579
Total freight revenue.....	.....	.....	\$90647
Total freight earnings.....	.....	.....	\$90647
Total passenger and freight earnings.....	.....	.....	\$111929
Other earnings from operations:			
Car mileage—balance.....	.....	.....	1893
Telegraph companies.....	.....	.....	631
Total other earnings.....	.....	.....	\$2525
Total gross earnings from operation— entire line (Nebraska).....	.....	.....	\$114454

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway ...	\$4193 00	\$4304 00	\$8498 00
Repairs of buildings....	69 00	71 00	140 00
Total .....	\$4264 00	\$4376 00	\$8640 00
Maintenance of equipment:			
Repairs and renewals of locomotives .....	\$3010 00	\$1063 00	\$4074 00
Repairs and renewals of passenger cars.....	346 00	.....	346 00
Repairs and renewals of freight cars.....	.....	1634 00	1634 00
Total .....	\$3357 00	\$2698 00	\$6055 00
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen .....	\$2017 00	\$2754 00	\$4771 00
Fuel for locomotives...	3027 00	3672 00	6699 00
Water-supply for loco- motives.....	120 00	121 00	242 00
All other supplies for locomotives .....	192 00	197 00	390 00
Wages of other train men .....	1355 00	2170 00	3525 00
All other train supplies	146 00	52 00	198 00
Wages of station agents, clerks, and laborers..	3326 00	3413 00	6739 00
Station supplies .....	587 00	602 00	1190 00
Loss and damage.....	247 00	340 00	588 00
Other expenses.....	52 00	52 00	105 00
Total .....	\$11073 00	\$13379 00	\$24452 00
General expenses:			
Salaries of officers.....	\$22400 00	\$2550 00	\$4950 00

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Salaries of clerks.....	.....	\$1565 00	\$1565 00
General office expenses and supplies.....	\$101 47	104 95	206 42
Advertising.....	8 50	.....	8 50
Insurance.....	122 16	125 22	247 38
Rentals not otherwise provided for.....	306 00	546 00	852 00
Stationery and printing	122 00	251 00	373 00
Other general expenses	78 40	490 10	586 50
Total.....	\$3138 53	\$5632 27	\$8770 80
Recapitulation of expenses:			
Maintenance of way and structures.....	\$4264 08	\$4376 26	\$8640 34
Maintenance of equip- ment.....	3357 55	2698 01	6055 56
Conducting transporta- tion .....	11073 50	13379 21	24452 71
General expenses.....	3138 53	5632 27	8770 80
Grand total .....	\$21833 66	\$26085 75	\$47919 41

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.	ASSETS.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$1816606 27609	Cost of road..... Profit and loss.....	\$1816606 16992	.....	\$10616
\$1846212	Grand total.....	\$1835599	.....	\$10616
JUNE 30, 1891.	LIABILITIES.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$931667 887000 20217 7391	Capital stock ..... Funded debt..... Current liabilities ..... Accrued interest on funded debt not yet pay- able.....	\$931606 887000 9600 7391	.....	\$10616
\$1846216	Grand total .....	\$1835599	.....	\$10616

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

### EXPRESS COMPANIES.

With Pacific Express Co. for transportation of their express matter at 40c. per cwt.

### MAILS.

For carrying U. S. mail at \$282.49 per month.

### OTHER RAILROAD COMPANIES.

With Union Pacific Ry. Co. for the operation of the U. P. and K. & B. H. as one continuous line. Division of receipts based on division in effect between U. P. and lines east of Missouri river.

### TELEGRAPH COMPANIES.

With Western Union Telegraph Co. for joint operation of telegraph line, each company receiving one-half the receipts.

### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds.....	Kearney...	Callaway.	65.72	\$20000	All.

## EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	5	\$4950 00	\$3 38
General office clerks .....	3	1565 00	1 56
Station agents .....	12	5194 77	1 30
Other station men .....	2	1172 50	1 78
Enginemen .....	2	2053 48	3 50
Firemen .....	2	1443 87	2 33
Conductors .....	2	2094 62	3 50
Other trainmen .....	3	1433 54	1 89
Section foremen .....	4	2510 70	1 89
Other trackmen.....	19	6096 78	1 36
Employees—account floating equipment.....	1	327 60	2 10
All other employees and laborers.....	3	1251 27	1 23
Total (including "general officers")—Nebraska ....	58	\$30094 13	\$1 81
Less "general officers" .....	5	4950 00	.....
Total (excluding "general officers")—Nebraska.....	53	\$25144 13	\$1 65
Distribution of above:			
General administration... ..	8	\$6515 00	\$2 65
Maintenance of way and structures .....	23	8607 48	1 48
Maintenance of equipment .....	1	327 60	2 10
Conducting transportation.....	26	14644 05	1 78

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.

## Passenger traffic:

Number of passengers carried earning revenue, 21872.

Number of passengers carried one mile, 582533.

Average distance carried, 25.7.

Total passenger revenue, \$17257.74.

Average amount received from each passenger, \$0.78.

Average receipts per passenger per mile, \$0.029.

Estimated cost of carrying each passenger one mile, \$0.037.

Total passenger earnings, \$21281.82.

Passenger earnings per mile of road, \$323.82.

Passenger earnings per train mile, \$0.55.

## Freight traffic:

Number of tons carried of freight earning revenue, 60715.

Number of tons carried one mile, 2347536.

Average distance haul of one ton, 38.6 miles.

Total freight revenue, \$90647.25.

Average amount received for each ton of freight, \$1.49.

Average receipts per ton per mile, \$0.038.

Estimated cost of carrying one ton one mile, \$0.011.

Total freight earnings, \$90647.25.

Freight earnings per mile of road, \$1379.29.

Freight earnings per train mile, \$2.285.

Passenger and freight:

Passenger and freight revenue, \$107904.99.

Passenger and freight revenue per mile of road, \$1641.88.

Passenger and freight earnings, \$111929.07.

Passenger and freight earnings per mile of road, \$1703.12.

Gross earnings from operation, \$114454.08.

Gross earnings from operation per mile of road, \$1741.54.

Expenses, \$47919.41.

Expenses per mile of road, \$729.14.

Train mileage:

Miles run by passenger trains, 37735.

Miles run by freight trains, 37157.

Miles run by mixed trains, 3733.

Total mileage trains earning revenue, 78625.

Miles run by construction and other trains, 196.

Grand total train mileage, 78821.

Mileage loaded freight cars—east, 113723.

Mileage loaded freight cars—west, 76121.

Mileage empty freight cars—east, 13406.

Mileage empty freight cars—west, 43598.



## FREIGHT TRAFFIC MOVEMENT—STATE OF NEBBASKA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain .....	38312	3	38315	63.10
Flour .....	589	27	616	1.01
other mill products .....	165	22	187	.30
Hay .....	.....	14	14	.02
Fruit and vegetables .....	120	60	180	.30
<b>Products of animals:</b>				
Live stock.....	6085	454	6539	10.77
Poultry, game, and fish .....	25	2	27	.04
Hides and leather .....	10	.....	10	.01
<b>Products of mines:</b>				
Anthracite coal.. } .....	183	4652	4835	7.96
Bituminous coal }				
Stone, sand, and other like articles .....	397	256	653	1.07
<b>Products of forest:</b>				
Lumber .....	896	3789	4685	7.71
<b>Manufactures:</b>				
Petroleum and other oils.....	54	127	181	.30
Castings and machinery.....	63	304	367	.60
Cement, brick, and lime .....	266	228	494	.81
Agricultural Implements.....	27	437	464	.76
Wines, liquors, and beers.....	45	17	62	.10
Household goods and furniture .....	205	268	473	.78
Merchandise .....	1026	1587	2613	4.30
Miscellaneous: Other commodities not men- tioned above. Balance.....	.....	.....	.....	.06
<b>Total tonnage—Nebraska and entire line,</b>	<b>48468</b>	<b>12247</b>	<b>60715</b>	<b>100.00</b>

DESCRIPTION OF EQUIPMENT.

ITEM.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.
Locomotives:				
Passenger.....	1	Westinghouse .....	.....	None.
Freight.....	1	Westinghouse .....	.....	None.
Total.....	2	Westinghouse .....	.....	None.
Cars in passenger service:				
First-class passenger cars.....	1	Westinghouse .....	1	Miller.
Second-class passenger cars .....	.....	Westinghouse .....	.....	.....
Combination passenger cars.....	1	Westinghouse .....	1	Miller.
Total.....	2	Westinghouse .....	2	Miller.
Cars in freight service:				
Box cars.....	10	Westinghouse .....	.....	None.
Flat cars.....	10	Westinghouse .....	.....	None.
Stock cars.....	19	Westinghouse .....	.....	None.
Coal cars.....	20	Westinghouse .....	.....	None.
Total.....	59	Westinghouse .....	.....	.....
Total cars owned .....	61	Westinghouse .....	2	Miller.

MILEAGE.

MILEAGE OF ROAD OPERATED AND OWNED—ALL IN NEBRASKA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track .....	6572	.....	6572	.....	6572
Miles of yard track and sidings ...	523	.....	523	.....	523
Total mileage operated (all tracks)	7095	.....	7095	.....	7095

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of anthra- cite coal.	Tons of bitumi- nous coal.	Cords of soft wood.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	.....	688.50	46.44	711.72	38668	36.81
Freight .....	.....	1100.00	52.31	1126.15	39957	56.37
Total .....	.....	1788.50	98.75	1837.87	78625	46.76
Average cost at distributing point .....	.....	\$3 56	\$4 00			

ANNUAL REPORT  
OF THE  
SIOUX CITY, O'NEILL & WESTERN RAILWAY  
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report? Sioux City, O'Neill & Western Railway Company.

Date of organization? October 27, 1891.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Nebraska, chapter 9, Consolidated Statutes of Nebraska, 1888, sub-division Railroads. Incorporation.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Sioux City, O'Neill & Western Railway Company is the successor of the Nebraska & Western Railway Company, that is to say, the Nebraska & Western Railway Company, a Nebraska corporation, formerly owned the road, and under foreclosure proceedings the same was sold, and the Sioux City, O'Neill & Western Railway Company purchased the same.

What carrier operates the road of this company? The Sioux City, O'Neill & Western Railway Company.

## ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

F. C. Hill, Sioux City, Iowa, May 11, 1893.  
 A. S. Garrison, Sioux City, Iowa, May 11, 1893.  
 F. A. Seaman, Sioux City, Iowa, May 11, 1893.  
 W. H. Goodman, Jr., Sioux City, Iowa, May 11, 1893.  
 G. W. Sievers, Sioux City, Iowa, May 11, 1893.  
 C. L. Wright, Sioux City, Iowa, May 11, 1893.  
 E. L. Bierbower, Omaha, Nebraska, May 11, 1893.  
 Total number of stockholders at date of last election? 12.  
 Date of last meeting of stockholders for election of directors?  
 May 11, 1892.  
 Give post-office address of general office? Sioux City, Iowa.  
 Give post-office address of operating office? Sioux City, Iowa.

## OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—A. S. Garretson, Sioux City, Iowa.  
 Vice President—E. L. Bierbower, Omaha, Neb.  
 Secretary and Treasurer—D. S. Elliott, Sioux City, Ia.  
 Assistant to President—J. S. Tittmore, Sioux City, Ia.  
 General Solicitor, and Attorney, or General Counsel—Wright, Hubbard & Yorman, Sioux City, Ia.  
 General Surgeon—Dr. J. N. Warren, Sioux City, Ia.  
 Auditor, George Hills, Sioux City, Ia.  
 General Manager—duties performed by president.  
 Chief Engineer, H. R. Case, Sioux City, Ia.  
 Acting General Superintendent—J. C. Coombs, Sioux City, Ia.  
 Superintendent of Telegraph—F. W. Ackley.  
 General Freight Agent—T. A. Price, Sioux City, Ia.  
 General Passenger Agent—W. B. McNider, Sioux City, Ia.  
 General Agent—H. W. Jackson, Sioux City, Ia.  
 Master Mechanic—J. G. Butterfield, Sioux City, Ia.  
 Land Commissioner—F. A. Seaman, Sioux City, Ia.

## PROPERTY OPERATED.

Sioux City, O'Neill & Western Railway Company, from Covington, Neb., to O'Neill, Neb., 129.16 miles.

## CAPITAL STOCK.

The capital stock is divided into 36,000 shares of the par value of \$100 each, amounting to \$3,600,000, all of which was issued and is outstanding.

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for road, and equipment, and lands,	36000	\$700 00	360	\$700 00

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate per cent.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage ..	1891 Dec. 9	1921 Oct. 1	\$2340000 00	\$2340000 00	\$2340000	5	April and October..	\$36387 00	\$36387 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets available for Payment of Current Liabilities.

Cash .....	None.
Bills receivable .....	None.
Due from agents .....	\$2706
Net traffic balances due from other companies.....	2950
Due from solvent companies and individuals.....	20358
Total.....	\$26016

Materials and supplies on hand, \$2496.

Current Liabilities accrued to and including June 30, 1892

Loans and bills payable.....	\$2298
Audited vouchers and accounts .....	14161
Wages and salaries .....	3908
Balance—Cash assets .....	5647
Total .....	\$26016

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT.
		To railroads.
Capital stock .....	\$3600000 00	\$3600000 00
Bonds.....	2340000 00	2340000 00
Total.....	\$5940000 00	\$5940000 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1892.
	Not included in operating ex- penses.		
	Charged to income ac- count as permanent improve- ments.	Charged to construc- tion or equipment.	
Construction:			
Fences.....	\$7022 00	.....	.....
Grading and bridge and culvert masonry.....	15709 00	.....	.....
Bridges and trestles.....	8173 00	.....	.....
Other superstructure .....	258 00	.....	.....
Buildings, furniture, and fixtures ..	938 00	.....	.....
Shop machinery and tools.....	49 00	.....	.....
Sidings and yard extensions.....	1 00	.....	.....
Purchase of constructed road.....	.....	.....	\$594000 00
Total construction.....	\$32153 00	.....	.....
Equipment:			
Other cars of all classes.....	373 00	.....	.....
Grand total cost construction, equip- ment, etc. ....	.....	\$5972526 00	.....



## INCOME ACCOUNT.

Gross earnings from operation.....	\$149812 00	
Less operating expenses .....	72754 00	
	<hr/>	
Income from operation.....		\$77057 00
		<hr/>
Total income .....		\$77057 00
Deductions from income:		
Interest on funded debt accrued.....	\$36387 00	
Permanent improvements .....	32526 00	
	<hr/>	
Total deductions from income .....		\$68913 00
		<hr/>
Net income.....		\$8144 00
		<hr/>
Surplus from operations of year ending June 30, 1892 .....		\$8144 00

## EARNINGS FROM OPERATION—STATE OF NEBRASKA.

ITEM.	Total receipts.	Deductions account of repayments, etc.	Actual earnings.
Passenger :			
Passenger revenue.....	\$21890 00		
Less repayments :	.		
Excess fares refunded.....		\$7 00	
Total deductions.....		\$7 00	
Total passenger revenue.....			\$21883 00
Mail.....	\$5611 00		
Express.....	844 00		
Extra baggage and storage.....	237 00		
			6693 00
Total passenger earnings.....			\$28576 00
Freight :			
Freight revenue.....	\$119563 00		
Less repayments :			
Overcharge to shippers.....		\$3185 00	
Total deductions.....		\$3185 00	
Total freight revenue.....			\$116378 00
Total freight earnings.....			\$116378 00
Total passenger and freight earnings.....			\$144954 00
Other earnings from operation :			
Car mileage—Balance .....	\$3999 00		
Other sources.....	858 00		
Total, other earnings.....			\$4857 00
Total gross earnings from operation—Nebraska .....			\$149812 00

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$6087	\$8043	\$14131
Repairs of bridges and culverts,	266	351	617
Repairs of fences, road crossings, signs, and cattle guards .....	290	383	674
Repairs of buildings .....	470	1272	1742
Other expenses.....	.....	24	24
Total.....	\$7115	\$10076	\$17191
Maintenance of equipment:			
Repairs and renewals of locomotives .....	\$2608	\$3446	\$6055
Repairs and renewals of passenger cars .....	660	.....	660
Repairs and renewals of freight cars.....	.....	3543	3543
Other expenses.....	43	57	101
	\$3313	\$7048	\$10361
Conducting transportation :			
Wages of enginemen, firemen, and roundhousemen.....	\$3713	\$3727	\$7440
Fuel for locomotives .....	5440	7187	12629
Water supply for locomotives .....	77	101	179
Wages of other trainmen .....	1789	2862	4651
All other train supplies.....	644	539	1183
Wages of switchmen, flagmen, and watchmen.....	393	519	912
Expense of telegraph, including train dispatchers and operators,	688	909	1597
Wages of station agents, clerks, and laborers.....	2297	3035	5332
Station supplies .....	361	477	839

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Switching charges—balance .....	.....	\$581*	\$581
Loss and damage. ....	.....	97	97
Injuries to persons.....	.....	15	15
Other expenses.....	.....	19	19
Total .....	\$15405	\$20072	\$35477
General expenses:			
Salaries of officers.....	\$1077	\$1423	\$2501
Salaries of clerks.....	833	1100	1933
General office expenses and sup- plies.....	93	123	216
Agencies, including salaries and rent.....	610	806	1416
Advertising.....	31	42	73
Insurance.. ..	426	562	988
Legal expenses .....	34	45	80
Stationery and printing.....	558	738	1296
Other general expenses.....	524	692	1217
Total.....	\$4189	\$5535	\$9724
Recapitulation of expenses:			
Maintenance of way and struc- tures.....	\$7115	\$10076	\$17191
Maintenance of equipment .....	3313	7048	10361
Conducting transportation .....	15405	20072	35477
General expenses.....	4189	5535	9724
Grand total.....	\$30022	\$42731	\$72754
Percentage of expenses to earnings—entire line.....			48.56.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

### EXPRESS COMPANIES.

The express business on this road is done by the American Express Co., they paying following rates on actual weight: Local merchandise, one and one-half first-class freight rates per 100 lbs; on foreign merchandise, one and one-tenth first-class rates per 100 lbs.; on all produce, consisting of butter, eggs, poultry, game, etc., first-class freight rates per 100 lbs.

### MAILS.

Compensation for carrying mails on route No. 157062 between Sioux City, Iowa, and O'Neill, Nebraska, until otherwise ordered, based at \$8416.85 per annum.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Cars of all transportation companies are allowed to run over this line, freight paying regular tariff and receiving usual mileage.

### OTHER RAILROAD COMPANIES.

The usual traffic arrangements with connecting lines exchange traffic contract with the Great Northern Railway line.

### TELEGRAPH COMPANIES.

Western Union Telegraph Co. owns and operates line on this road, furnishing instruments, materials, and supplies, lines are used by railroad company for transmission of its own business messages without charge.

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## SECURITY FOR FUNDED DEBT.

First mortgage from Covington, Neb., to O'Neill, Neb., 129.16 miles. All equipment mortgaged.

## EMPLOYES AND SALARIES—STATE OF NEBRASKA.

CLASS.	Number.	Total yearly compen- sation.	Av. daily compen- sation.
General officers .....	3	\$2501	\$4 00
General office clerks.....	4	1933	2 32
Station agents.....	18	5332	1 42
Enginemen.....	6	4678	3 70
Firemen .....	6	2761	2 20
Conductors .....	4	2045	2 88
Other trainmen .....	9	2605	1 45
Machinists .....	8	3752	2 40
Carpenters .....	4	1570	1 95
Section foremen.....	18	6596	1 76
Other trackmen.....	271	8854	1 25
Switchmen, flagmen, and watchmen.....	6	919	1 33
Telegraph operators and dispatchers.....	17	1530	1 42
All other employees and laborers .....	1	17	1 00
Total (including "general officers").....	375	\$45093	\$1 79
Less "general officers,".....	3	2501	.....
Total (excluding "general officers")—Nebraska .....	372	\$42591	\$1 73
Distribution of above.			
General administration.....	7	\$4434	\$3 04
Maintenance of way and structures.....	290	15467	1 43
Maintenance of equipment .....	12	5323	2 26
Conducting transportation .....	66	19867	1 88

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—  
STATE OF NEBRASKA.

## Passenger traffic:

Number of passengers carried earning revenue, 21679.

Number of passengers carried one mile, 790302.

Average distance carried, 36.45 miles.

Total passenger revenue, \$21882.00.

Average amount received from each passenger, \$1.00938.

Average receipts per passenger per mile, \$0.02768.

Estimated cost of carrying each passenger one mile, \$0.03798.

Total passenger earnings, \$21882.50.

Passenger earnings per mile of road, \$169.41509.

Passenger earnings per train mile, \$58.18266.

**Freight traffic :**

Number of tons carried of freight earning revenue, 57958.

Number of tons carried one mile, 3465899.

Average distance haul of one ton, 59.80 miles.

Total freight revenue, \$119563.82.

Average amount received for each ton of freight, \$2.06293.

Average receipts per ton per mile, \$0.03449.

Estimated cost of carrying one ton one mile, \$0.01232.

Total freight earnings, \$116378.60.

Freight earnings per mile of road, \$901.00723.

Freight earnings per train mile, \$234.20929.

**Passenger and freight :**

Passenger and freight revenue, \$138261.10.

Passenger and freight revenue per mile of road, \$1070.42232.

Passenger and freight earnings, \$144954.63.

Passenger and freight earnings per mile of road, \$1122.24378.

Gross earnings from operation, \$149812.47.

Gross earnings from operation per mile of road, \$1159.85344.

Expenses, \$72754.58.

Expenses per mile of road, \$563.26853.

**Train mileage :**

Miles run by passenger trains, 37610.

Miles run by freight trains, 49690.

Total mileage trains earning revenue, 87300.

Miles run by switching trains, 5997.

Miles run by construction and other trains, 6424.

Grand total train mileage, 99721.

Mileage of loaded freight cars—north or east, 212109.

Mileage of loaded freight cars—south or west, 167996.

Mileage of empty freight cars—north or east, 58408.

Mileage of empty freight cars—south or west, 84654.

Average number of freight cars in train, 10.53.

Average number of loaded cars in train, 7.65.

Average number of empty cars in train, 2.88.

Average number of tons of freight in train, 136.37.

Average number of tons of freight in each loaded car, 17.83.

**FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA—FROM NOVEMBER 1, 1891, TO JUNE 30, 1892, INCLUSIVE.**

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>Products of agriculture:</b>				
Grain.....	18377	13	18390	31.73
Flour.....	46	.....	46	.08
Other mill products.....	3	.....	3	.....
Hay.....	1163	.....	1163	2.01
Fruit and vegetables.....	87	.....	.....	.15
<b>Products of animals:</b>				
Live stock.....	10306	98	10404	17.93
Poultry, game, and fish .....	5	.....	5	.....
Wool.....	1	.....	1	.....
Hides and leather.....	12	1	13	.02
<b>Products of mines:</b>				
Anthracite coal.....	72	926	998	1.72
Bituminous coal.....	3328	8004	11332	19.56
Stone, sand, and other like articles.....	1152	57	1209	2.09
Salt.....	56	150	206	.36
<b>Products of forest:</b>				
Lumber.....	1855	6229	8084	13.95
<b>Manufactures:</b>				
Petroleum and other oils.....	3	.....	3	.....
Iron, pig and bloom.....	24	.....	24	.04
Iron and steel rails.....	320	.....	320	.55
Other castings and machinery.....	1	16	17	.03
Cement, brick, and lime.....	828	111	939	1.62
Agricultural implements.....	95	153	248	.43
Wagons, carriages, tools, etc.....	33	29	62	.11
Wines, liquors, and beers.....	7	408	415	.72
Household goods and furniture.....	46	37	83	.14
Merchandise.....	2095	548	2643	4.56
Miscellaneous: Other commodities not men- tioned above.....	1151	112	1263	2.19
<b>Total tonnage—Nebraska.....</b>	<b>41066</b>	<b>16892</b>	<b>57958</b>	<b>100.00</b>



DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUP- LER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		1	1	Westinghouse,		
Freight.....		5	1	Westinghouse,		
Total .....		6				
Cars in passsenger service:						
First-class passenger cars. ....		4	4	Westinghouse,	4	Miller.
Combination passenger cars .....		2	2	Westinghouse,	2	Miller.
Total .....		6	6		6	
Cars in freight service:						
Box cars .....			250			
Flat cars .....			100	None.		None.
Total .....			350			
Cars in Company's service:						
Caboose cars .....		2		None.		None.
Total .....		2				
Total owned .. .....		358				

MILEAGE.

A. MILEAGE OF ROAD OPERATED AND OWNED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	\$129 16	None.	129.16	.....	.....	129.16

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
I. Mileage operated by road making this report: Nebraska.....	129.16	.....	129.16	.....	.....	129.16

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

LOCOMOTIVES.	Tons of bituminous coal.	Cords of soft wood.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mle.
Passenger.....	1163.00	9.00	1169.00	37610	62.16
Freight.....	1536.00	15.00	1546.00	49690	62.22
Switching.....	187.00	2.00	188.50	5997	64.53
Construction.....	199.50	1.25	200.50	6424	.....
Total.....	3085.50	27.25	3104.00	99721	.....
Average cost at distributing point..	\$4.05	\$3.16	.....	.....	.....

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## GRAIN DEPARTMENT.

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## WAREHOUSE LAW.

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The last legislature having adopted a warehouse law, providing for the storing and inspection of grain, which went into effect August 1, 1891, the Board of Transportation, pursuant to the provisions of said law, did, on the 5th day of August, 1891, adopt the following rules, governing the actions of this Board with reference thereto, to-wit:

**RULE 1.** The State Board of Transportation shall receive and act upon applications for license for public warehouse at any regular or special meeting of the Board.

**RULE 2.** Applications for license for public warehouse shall be in writing, duly verified, setting forth the class, location, and name of said warehouse, and the individual name of each person interested as owner or principal in the management of the same; or if the warehouse be owned or managed by a corporation, the name of the president, secretary, and treasurer of such corporation shall be stated.

**RULE 3.** Before any license shall be issued, the applicant shall execute a bond in the penal sum of \$10,000, with at least two sureties, who shall be resident freeholders, running to the people of the state of Nebraska, conditioned for the faithful performance of his duties as warehouseman, and his full unreserved compliance with all the laws of this state in relation thereto.

**RULE 4.** Upon the approval of the bond, and the payment of the license fee, the Board shall issue a license to said applicant, good for one year.

**RULE 5.** The fee for license shall be as follows: Class "A" warehouse, \$50; Class "B" warehouse, \$10; Class "C" warehouse, \$5.

**RULE 6.** Any license may be revoked by the State Board of Transportation upon the complaint of any person in writing, filed with the Board, setting forth that the licensee has violated the provisions of the warehouse law and giving a detailed statement of such violation.

**RULE 7.** Upon the filing of such complaint, duly verified, a time shall be set by the Board for the hearing thereon, and a notice of such

time, together with a certified copy of the complaint, shall be served upon the party complained of at least ten days before the time set for hearing.

RULE 8. The licensee so complained against may file his answer any time before the hearing is entered upon. If no answer is filed, nevertheless said complaint shall be deemed to be denied by the accused.

RULE 9. The testimony upon said hearing shall be oral or by depositions, as the Board may determine.

RULE 10. If upon final hearing the licensee shall be found guilty, his license may be revoked and no license shall be issued to him until after the expiration of one year from such revocation.

RULE 11. Upon complaint, duly verified, by any person and filed with the Board, setting forth that any person appointed or employed under and by virtue of the warehouse law has violated any of the rules prescribed for his government, or has been guilty of an improper act in relation to his employment, or is incompetent for the duties, the Board shall at once set a time to hear said complaint, and the party complained of shall at once be notified of the time set for such hearing, which notice shall also set forth the nature of the charges against him, and that he is required to file an answer thereto at a speedy time, to be therein mentioned, not to exceed three days from the time of the service.

RULE 12. The testimony at such hearing may be oral or by deposition.

RULE 13. If defendant demand a continuance of the hearing from the time set, the Board shall, before granting such hearing, determine whether the defendant shall be temporarily suspended from performing his duties, pending such investigation.

RULE 14. If proven guilty of the charges set forth in such complaint, the accused shall at once be removed from his office or employment.

RULE 15. It shall take at least three members of the Board, voting in the affirmative, to carry any proposition or make any appointment under the warehouse law.

RULE 16. The books to be kept by the Board under the warehouse law shall be:

1. Record for recording at length the application for license.

2. Record for recording in full the bond given for license.

3. Such books as will be found necessary to properly record and keep the reports in regard to the weighing, registering, and inspection of grain, and report from Class "C" warehouses.

RULE 17. The rules governing the State Board of Transportation in regard to licensing and regulating warehouses, and the rules covering Classes "A," "B," and "C" warehouses, may be altered, changed, and amended by the said Board at any regular or special meeting.

RULES REGULATING WAREHOUSES OF CLASSES "A" AND "B."

RULE 18. All grain received into or shipped from warehouses "A" or "B" must be fully inspected and weighed.

RULE 19. Warehouse receipts must be issued upon application of the owner or consignee for all grain received, but only upon the actual delivery of the grain into store. No receipts shall be issued for a greater quantity of grain than is actually received.

RULE 20. Upon the return of any receipt properly endorsed by the holder thereof, and the tender of all proper charges, the grain represented by said receipt is immediately deliverable and not subject to further charge for storage, and the warehouseman shall be held in default if delivery is not made in the order demanded, and as rapidly as due diligence, care, and prudence will justify.

RULE 21. Holders of warehouse receipts should promptly present them at the office of the warehouse registrar for registration, and upon the delivery of any grain represented by any of said receipts, such receipts shall be immediately canceled and shall thereafter be void, and shall not again be placed in circulation.

RULE 22. It shall be the duty of every public warehouseman, on or before Tuesday morning of each week, to make out, under oath, and keep posted in his warehouse in a conspicuous place, a statement of the amount of each grade of grain in store in his warehouse at the close of business on the previous Saturday, and shall furnish to the warehouse registrar and the State Board of Transportation similar daily and weekly statements.

RULE 23. In any case of doubt as to the inspection or the absence of inspection tickets from car, applying to the chief inspector by telephone or otherwise before unloading.

RULE 24. No discrimination shall be made in receiving, delivering, or inspecting grain.

**RULE 25.** All grain of the same grades shall be kept together and stored only with grain of similar grades, and selection of different qualities of the same grade is prohibited. Grain of different grades shall not be mixed together under any circumstances whatever, nor shall the warehouseman attempt to deliver grain of one grade for that of another, or in any manner whatever tamper with grain in his possession, with a view to securing profit to himself or any other person.

**RULE 26.** Upon request of any owner of grain, the warehouseman may place any grain of the same grade belonging to said owner in special bins apart from grain of other owners; the warehouse receipt issued in such case shall state on its face that the grain is in "special bin" and state the number of the bin.

**RULE 27.** In case of grain becoming out of condition, notice must at once be given to the chief inspector, stating the number of the bin and the number of bushels affected, and any other information that the chief inspector may require.

**RULE 28.** Upon notice from weighman on duty of imperfect condition of scales, the superintendent or foreman must cause them to be immediately repaired, and no weighing shall be done until thorough repairs have been effected.

**RULE 29.** In case of the identity of a lot of grain being lost before being duly weighed by a state weighman, shippers' weights must be allowed.

**RULE 30.** In unloading cars of grain, should any defect appear, such as "set up, plugged," or damp grain which has escaped the notice of the inspector, it is the duty of the warehouseman to notify the chief inspector at once, so that the error can be rectified. A failure to do so will be regarded as negligence on the part of the warehouseman, and no claim will be entertained by the inspection department arising from such neglect.

**RULE 31.** In inspecting cars of grain, should any defect such as "set up, plugged," or damp grain escape the notice of the inspector, the same will be regarded as negligence on the part of the inspector, who shall be held responsible for such failure of proper inspection.

**RULE 32.** Any person having grain stored in a public warehouse, or any duly authorized inspector or weighman, or any authorized agent of the inspection and weighing department, has full liberty, by



law, to examine any and all property stored therein, during business hours.

RULE 33. Any person attempting to improperly influence, or obstruct any duly authorized inspector or weighmaster in the performance of his duties, or any person assuming to act as inspector or to weigh grain without being duly authorized, is amenable and liable to arrest and prosecution under the law.

RULE 34. The aforesaid rules and regulations are in accordance with the provisions of the law, and must be strictly observed.

RULE 35. The fees for the inspection of grain shall be thirty-five cents per car.

RULE 36. The maximum charge for storage and handling of, including the costs of receiving and delivering, shall be, for the first ten days, or part thereof, one cent per bushel, and for each ten days or part thereof after the first ten days, three-eighths of one cent per bushel; *Provided, however,* That grain damp or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel for the first ten days, and for each additional five days, or part thereof, not exceeding one-half of one cent per bushel.

#### RULES FOR WAREHOUSES OF CLASS "C."

RULE 37. The owner or manager of each warehouse of Class "C" shall make a detailed report to the State Board of Transportation at least once every six months, and at such other times as the Board may require, of the business transacted during the previous six months.

RULE 38. The books, buildings, and affairs of all warehouses of Class "C" shall be open to the inspection of the Board of Transportation, and shall be so inspected by said Board, or some member thereof, at least once every six months.

Hon. John M. Thayer, governor of the state of Nebraska, having appointed Sidney S. Blanchard chief grain inspector for the city of Omaha, it became the duty of the Board to appoint the necessary officers to carry on the business of inspecting and weighing grain in said city, and to fix their compensation.

At an adjourned meeting, held August 12, 1891, the following resolution was offered and adopted by the Board in regard to the compensation of officers and employes authorized by said warehouse law, to-wit:

“It was ordered by a unanimous vote that the compensation of officers and employes, authorized by the warehouse law, be in the nature of fees, and that the maximum amount of fees to which each officer and employe shall be entitled to as yearly compensation shall be as follows:

Chief inspector.....	\$2,000
Assistant inspector.....	1,200
Weighmaster.....	2,000
Assistant weighmaster.....	1,200
Registrar.....	2,000”

The Board at said meeting then proceeded to the election of a weighmaster, which resulted in the election of W. B. Taylor. L. F. Hilton was at the same time elected registrar, and T. H. Reasoner was elected assistant weighmaster.

Sidney S. Blanchard, chief grain inspector, having recommended and nominated R. P. Thompson as assistant inspector, the nomination and recommendation was, at a special meeting called for that purpose, duly approved by the Board, and Mr. R. P. Thompson was duly elected assistant inspector. Upon the recommendation of Mr. Blanchard, chief inspector, that Mr. Thompson was an expert in the business, and realizing the fact that in order to make the warehouse law a success it was necessary to have some one of ability and reputation in the inspection of grain, and Mr. Thompson coming well recommended by former employers as being such a man, his salary was fixed at the sum of \$1,800 per year upon the recommendation of Mr. Blanchard.

There being a demand for the services of inspector and weighmaster at some of the private elevators in Omaha, the Secretaries of this Board presented the following rules for the government of inspection and weighing at private warehouses.

#### PRIVATE WAREHOUSES.

The inspection and weighing service will be granted to private warehousemen, upon written application to the State Board of Transportation, which application shall set forth the location, name, and capacity of the warehouse at which service is desired, and the individual name of each person interested as owner or principal in the management of the same; or, if managed or owned by a corporation, the name of the president, secretary, and treasurer shall be stated in said appli-

cation, and the nature and extent of the service desired shall also be stated.

Upon approval of such application by the State Board of Transportation the said service of inspection or weighing, or both, if granted, will be regarded as special work, and will be extended only upon such special terms, conditions, and arrangements as will not interfere with, or impair in any manner the efficiency of the regular work upon the tracks, or at the public elevators, and which will insure to the department proper compensation for the time and labor involved in the work.

In the inspection of grain from private warehouses, the inspection department will be governed by the general standard of grades in force at the public warehouses, and no grain will be allowed to pass inspection that is not fully up to the quality of the Nebraska inspection.

Sample of standard grades will be furnished by the chief inspector upon application.

The inspection department neither claims nor assumes any supervision of grain stored in a private warehouse, and no claim based upon any previous inspection of grain, before unloading into such private warehouse, will be entertained by this department.

All scales upon which grain is weighed by a state weigher in private warehouse, shall be subject to examination and test at all times by any duly authorized weighmaster.

On September 15, 1891, Mr. S. P. Anderson was, upon the nomination and recommendation of Chief Inspector S. S. Blanchard, duly appointed by this Board as assistant inspector.

September 30, 1891, the Omaha Elevator Company applied for private inspection and weighing, and the same was granted.

November 4, 1891, Harris Brothers & Co., of Lincoln, Nebraska, made application for license to carry on the business of a warehouse of Class "A" for one year from November 4, 1891; and upon motion the license was granted.

November 4, 1891, on motion of Attorney General Hastings, seconded by Mr. Allen, secretary of state, the following resolution was adopted by a unanimous vote:

"The chief grain inspector is hereby directed to turn over to and

deposit with the state treasurer all moneys collected for the inspection fund, as provided by section 16a, page 391, of the Session Laws of 1891."

November 6, 1891, upon the recommendation of State Weighmaster W. B. Taylor, William S. Poole was appointed assistant weighmaster.

November 9, 1891 the Woodman-Richie Company, of Omaha, Nebraska, upon their application, was granted a license for a warehouse of Class "A."

At this meeting the following persons were appointed as a committee of appeals for the city of Lincoln, to-wit: J. P. Chipman, J. C. F. McKesson, M. D. Tiffany. And as a committee of appeals for the department of Omaha the following named persons were appointed: C. C. Stanley, Charles A. Coe, and J. H. Hungate.

State Registrar L. F. Hilton appeared before the Board and asked authority to procure necessary stationery and blanks for the use of his office, and upon motion of Mr. Allen, secretary of state, said registrar was instructed to procure the necessary articles and pay for them out of the receipts of his office.

November 13, 1891, J. L. Watrous was, upon the recommendation and nomination of Chief Inspector Mr. Blanchard, appointed assistant grain inspector.

November 13, 1891, there being a warehouse of Class "A" in operation in the city of Lincoln, it became necessary to provide the proper inspection and weighing officers. Governor Thayer having appointed J. C. McBride as chief inspector for the city of Lincoln, this Board thereupon elected Robert Dorgan as such weighmaster for the city of Lincoln and Jacob Hall as his assistant.

November 16, 1891, J. M. Marsh was elected assistant registrar upon the recommendation and nomination of State Registrar L. F. Hilton.

January 6, 1892, Joseph Morgan was appointed deputy inspector for the city of Lincoln, upon the recommendation and nomination of J. C. McBride, chief inspector.

January 12, 1892, it becoming evident that the grain inspection and weighing services were burdensome on account of the expense, the Board passed a resolution instructing Secretary Koontz to report to the Board the number of employes employed under the warehouse law, and who, if any of such employes, could be dispensed with without injury to the service.

On the 16th day of January, 1892, Secretary Koontz made the following report:

"GENTLEMEN: We have proceeded, under instructions to Secretary Koontz, under a resolution of the Board passed January 13, 1892, to investigate the question as to the expenses of conducting the state weighmaster's department for the city of Omaha. We have also investigated, since and prior to the passing of said resolution, the expense of conducting the other departments provided for under the warehouse law, and beg leave to submit the following report of said investigation:

"1st. In the weighmaster's department in the city of Omaha there are the following officers: W. B. Taylor, state weighmaster, at a salary of \$2,000 per year; T. H. Reasoner, assistant, at a salary of \$1,200 per year; Charles E. Taylor, assistant, at a salary of \$1,200 per year, and one helper at a salary of \$50.00 per month.

"The duties of the state weighmaster, according to the way he has arranged his business, is to look after the office work, to visit the elevators, sign certificates of weight and attend to the business generally.

"The duties of Mr. Reasoner, assistant, are to help in the office, to make out the reports, to keep the books and do general clerical work, with once in a while work at one of the elevators weighing.

"Charles E. Taylor, assistant, is stationed at the Omaha elevator, and does all of the weighing at that elevator, except every other night. He goes on at 7 o'clock in the morning, with an hour off for dinner and works until half past six, when the helper takes his place every other night, and continues the work until 10 o'clock in the evening, or until the elevator closes the night work.

"The duties of the helper are to do the weighing at the Fowler elevator. He goes on duty at 7 o'clock in the morning and works until 6 o'clock, and every other evening relieves Charles E. Taylor at the Omaha elevator, and works until business closes at the Omaha elevator, which is about 10 o'clock in the evening. When business is such that this arrangement cannot be carried out between the two weighers, Mr. Reasoner relieves one or the other for the time being.

"We find that it would probably be an injury to the carrying on of the weighmaster's office in a just and satisfactory manner if the force was reduced, except as hereinafter stated, but we believe that a better ap

portionment of salaries could be made, and some expense saved in that manner. The duties of the helper are the same as the duties of Charles E. Taylor, assistant. Charles E. Taylor receives \$1,200 per year, and the helper \$50 per month. We think that one assistant and two helpers would be sufficient to carry on the business of that department, under the direction of the chief weighmaster.

"2d. We have also been considering the question of the expenses in the grain inspection department, and would recommend, from what we have been able to ascertain in regard to that department, that it can be carried on with a chief inspector, first assistant inspector, and, if occasion requires, a helper can be employed temporarily; and we would recommend that the force in that department be reduced accordingly. We would further recommend that the street car fare of the assistant inspector, while on official business, be allowed as an item of expense, and be paid out of the fees of the inspection department.

3d. In the state registrar's department there is a state registrar at a salary of \$2,000 per year. As yet there has been absolutely nothing to require the services of a registrar, and from what we have been able to ascertain from the public warehouses now licensed, none will be required for some time. We would therefore recommend that the pay of the state registrar be considered in the nature of fees, and that he receive for his compensation such fees as are earned in his office, according to rule No. 36, and that the services of assistant be dispensed with."

On motion of Mr. Humphrey, commissioner of public lands and buildings, the report of Secretary Koontz in regard to the grain department was adopted, with the following amendment, to-wit:

"There shall be at Omaha one chief inspector and one assistant, and one chief weighmaster and one assistant, and that one room be allowed the chief inspector and chief weighmaster, to be used jointly."

February 3, 1892, T. H. Reasoner offered his resignation as assistant weighmaster at Omaha, which was accepted.

February 3, 1892, Charles E. Taylor was reinstated as assistant weighmaster, upon the recommendation of W. B. Taylor, chief weighmaster, the services of said Charles E. Taylor having been dispensed with under the resolution of the Board cutting down the number of employes.

March 2, 1892, R. P. Thompson having been appointed chief inspector at Omaha, in the place of Sidney S. Blanchard, filed his official bond, which was approved.

March 2, 1892, J. C. McBride, chief inspector for the city of Lincoln, having resigned, Joseph Morgan, former assistant inspector having been appointed by Hon. J. E. Boyd, governor of Nebraska, chief inspector for the said city of Lincoln, and Mr. Morgan having duly presented his bond, with approved securities, the same was upon motion approved.

It still appearing to the Board that the number of employes at the city of Omaha was greater than necessity demanded, the Board, on May 4, 1892, passed a resolution cutting down the weighmaster's department at the city to one man, and on said day Mr. Benton offered the following resolution, which was seconded by Mr. Hill and was unanimously adopted:

*"Resolved*, That the Secretaries are hereby directed to notify the several officers and employes under the warehouse act that it is the sense of this Board that no sum or sums will be allowed for services outside of the amount received for services as heretofore ordered, and in case there are any such employes who are unwilling to accept such amount of fees so received as full compensation, not aggregating, however, more than the maximum amount named by this Board, then their resignations will be accepted."

June 7, 1892, William S. Poole, having been appointed by the governor as chief inspector for the city of Lincoln, vice Joseph Morgan resigned, his bond was approved, and Mr. Poole is still acting as chief inspector for the city of Lincoln.

June 13, 1892, a license was ordered issued to F. Washburne to carry on a warehouse of Class "C" in the city of Omaha.

Chief Weighmaser Taylor appeared before the Board July 6, 1892, and reported that it was impossible to carry on the business of his department successfully without an assistant, and asked that one be allowed him. The matter was referred to Secretary Koontz with power to act in the matter.

July 6, 1892, licenses to conduct the business of a Class "C" warehouse were issued to the following named persons or companies, upon their filing the necessary bonds with approved securities, to-wit: Capital Storage Company and Lincoln Transfer Company, both of Lincoln, Nebraska; The Nebraska Cold Storage Company and Stove Repair Works, both of Omaha, Nebraska. The proper bonds being presented and with approved sureties they were duly approved.



In order to facilitate the business under the warehouse law it was resolved by the Board: "That hereafter, when a petition for license is received, the Secretaries investigate the same in a proper manner and form, and if the bond is sufficient, that a license be issued and signed by the president of this Board."

September 21, 1892, the proper petition and bond being presented by the Nebraska City Cereal Mills, a corporation of Nebraska City, for license for a warehouse of Class "A" at said city, the bond was approved and license duly granted by order of the Board.

In conclusion we have a few words to say in regard to the operation of the warehouse law. In many respects the law is defective, and should be amended to make it operative and to carry out the intentions of the originators of the law. The first great difficulty the Board met with was according to section 16b, which provides that all money collected for the inspection fund should be deposited with the state treasurer, who shall be liable under his official bond for the proper care of the same, and no payment shall be made therefrom except by the order of the State Board of Transportation, and they may prescribe. Our constitution provides that no money shall be paid out of the state treasury except by a specific appropriation by the legislature therefor.

When the question was presented to the Board, that if all moneys collected by the chief grain inspectors for the inspection of grain was paid into the hands of the state treasurer there would be no way, until the legislature met, of distributing this money to the parties or employes to whom it was due, and in such an event it would render the law nugatory and of no force, in order to test the question, and to obtain the true meaning and construction of said section, Mr. Blanchard, chief grain inspector of Omaha, deposited certain moneys received for inspecting grain with Hon. J. E. Hill, state treasurer, and presented his bill to the Board of Transportation, asking the Board to pass an order that said money be paid. The Board passed such order and the state treasurer refused to pay the same out, alleging that the constitution prevented his doing so. Thereupon Mr. Blanchard, through his attorney, brought suit against Hon. Thomas H. Benton, auditor of public accounts, to compel him to draw his warrant on the state treasurer for the amount ordered by the said Board of Transportation and against Hon. J. E. Hill, state treasurer, that he be compelled to pay such warrant. Said case has been submitted to



the supreme court, but not yet decided. Therefore the Board, in its transactions with the employes under the warehouse law, has simply received their monthly reports and ordered the same placed on file, seeing that the same were correct, and that the business carried on under said act was done in as economical a manner as possible.

We would therefore recommend that said section 16b be so amended as to provide that all surplus moneys, after paying the necessary bills and fees, be paid into the hands of the state treasurer.

We would also recommend that the law be amended so as to provide for only one chief grain inspector for the entire state and that his bond be fixed at the sum of \$10,000. As it is now, being \$50,000, it is burdensome for a man to provide the proper security for persons dealing with his department, and is all out of proportion with the responsibilities of the office, and the amount of fees received.

The law should also be amended so as to provide for his appointment by the State Board of Transportation, as we have found in some instances that where a person is appointed by one power and regulated by another it has worked to the detriment of good service.

The law should also be so amended as to promote the building of warehouses in the interior part of the state, for the purpose of storing grain closer to the producers at a minimum cost and expense for inspection, weighing, and storing.

Section 16a should be amended so that the Board of Transportation may, without the necessity of having a written complaint presented to it, have the power of removal of any officer under the warehouse law, after giving the person a proper hearing and trial.

Section 17a should be amended so as to provide a maximum amount for storage of grain, with power in the Board of Transportation to reduce said amount when in their discretion it was thought proper.

Section 27a should be amended so as to provide that all criminal prosecution, or prosecutions brought by the state against any person violating the provisions of the warehouse law, should be brought in the name of the State of Nebraska.

Section 19b and 6c should be amended in the same particular.

There being a great demand for inspection and weighing at private elevators, the Board provided rules for the same, ordering that employes under the warehouse law furnish the necessary inspection and weighing, when the same did not interfere with their duties at

public warehouses. We think the inference of the present law allowed such private inspection and weighing, but it would probably be better if the law was made explicit in that particular.

The Board has at all times endeavored to make the operations under the warehouse law self-supporting, and at the same time to give efficient and satisfactory services. We think with proper amendments to the present law, or possibly a new law covering the present law, together with the recommendations herewith submitted, would be of great benefit to the producers of the state, and would enable them to hold their grain at a minimum cost until such time as they deemed the market warranted them to dispose of the same.

The last year has not been a proper year to test the operation of the warehouse law, for the fact that cash grain during nearly the entire season was as high, and in a great many instances higher, than the future delivery of the grain, consequently offering a premium to immediate delivery of grain rather than to store it.

At the solicitation of the Board of Trade of Omaha, and the grain dealers of said city, the Board, during the last year, used every endeavor to obtain "milling transit rates," but only making a partial success of the same. By "milling in transit" we mean a rate whereby a person from the interior or western part of the state may ship his grain to a store-house situated in another part of the state on the line to market, and there be allowed to store the same for a reasonable length of time, and then to forward the grain on the same through rate upon which the grain was first shipped. Most of the roads have a rule authorizing a shipper to stop his grain and clean it *en route*, but the time allowed for the same was hardly satisfactory to the shipper. The matter being interstate shipment, over which this Board had no control, it was powerless to pass an order putting such rule in force, and the result which we have been enabled to achieve has been by way of demand and request, and not by way of absolute order of this Board.

LICENSES GRANTED WAREHOUSES FROM AUGUST,  
1891, TO DECEMBER 1, 1892.

## CLASS "A."

Harris Bros. & Co., Lincoln, Neb., cor. 5th and J streets. Capacity of warehouse, 85,000 bushels. License granted November 6, 1891. Fees collected, \$50.

Woodman & Richie Co., Omaha, lots 5, 6, 7, and 8, blk. 197½. Capacity of warehouse, 600,000 bushels. License granted November 12, 1891. Fees collected, \$50.

Nebraska City Cereal Mills, Nebraska City, Neb. Location on B. & M. R. R. track. Capacity of warehouse, 125,000 bushels. License granted September 16, 1892. Fees collected, \$50.

## CLASS "B."

None.

## CLASS "C."

Frank P. Lawrence, Lincoln, Neb., cor. 10th and W streets. License granted December 2, 1891. Fees collected, \$5.

Baldwin Bros., Lincoln, Neb., 1208 O street. License granted December 2d, 1891. Fees collected, \$5.

F. Washburn, Omaha, Neb. License granted June 13, 1892. Fees collected, \$5.

Capitol Storage Co., Lincoln, Neb. License granted July 6, 1892. Fees collected, \$5.

Lincoln Transfer Co., Lincoln, Neb. License granted July 6 1892. Fees collected, \$5.

Nebraska Cold Storage Co., Omaha, Neb. License granted July 6, 1892. Fees collected, \$5.

Stove Repair Works, Omaha, Neb. License granted July 6, 1892. Fees collected, \$5.

W. R. Bennett & Co., Omaha, Neb. License granted August 5, 1892. Fees collected, \$5.

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OMAHA DEPARTMENT.

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Following is a tabulated statement of grain inspected from the commencement of business in the department up to and including November 30, 1892:

SIXTH ANNUAL REPORT OF THE

WHEAT.

	No. 1 hard spring.	No. 2 hard spring.	No. 3 hard spring.	No. 1 spring.	No. 2 spring.	No. 3 spring.	No. 4 spring.	No. 2 mixed.	No. 3 mixed.	No. 2 white spring.	No. 3 white spring.	No. 4 white spring.	No. 2 red winter.	No. 3 red winter.	No. 4 red winter.	No. 2 hard winter.	No. 3 hard winter.	No. 4 winter.	Rejected.	No grade.	TOTAL.
1891.																					
September .....	6				19	143	64½	.....	3	.....	7	.....	.....	.....	.....	.....	2½	.....	.....	13½	248½
October .....	13				9	516	179	.....	11	.....	61	.....	.....	.....	.....	.....	12	1	.....	6	808½
November .....	13				3	478	112½	3	11½	.....	61½	.....	.....	.....	.....	.....	7	5	.....	12	711
December .....	2				1	102	28	.....	5	.....	71	.....	.....	.....	.....	.....	.....	.....	.....	4½	213½
1892.																					
January .....	1				2	37½	12½	.....	.....	.....	22½	.....	.....	.....	.....	.....	2	.....	.....	½	78
February .....	1				2	50½	11	.....	.....	.....	11	.....	.....	.....	.....	.....	4	.....	.....	.....	79½
March .....	37				28	33	4½	.....	.....	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	128½
April .....	.....				4	42	3½	.....	.....	.....	15½	.....	.....	.....	.....	.....	2	.....	.....	.....	67
May .....	.....				5	23½	3	.....	.....	.....	7½	.....	.....	.....	.....	.....	1	.....	.....	½	40½
June .....	.....				4	47	2	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	1	56
July .....	.....				.....	66	12	.....	.....	.....	5	.....	.....	.....	.....	.....	4	1	.....	1	90
August .....	.....				.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	6
September .....	12				14	60	3	.....	.....	.....	1	.....	.....	.....	.....	.....	5	2	.....	1	175
October .....	.....				5	73	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	1	.....	1	111
November .....	4				1	78	13	1	3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	1	103
Total .....	89				87	1749½	455½	4	33½	.....	295½	.....	4	.....	.....	.....	49½	10	.....	4½	2916

\* CORN.

	No. 1 white.	No. 2 white.	No. 3 white.	No. 4 white.	No. 2 cord color.	No. 3 cord color.	No. 2 yel- low.	No. 3 yel- low.	No. 2. cars.	No. 3. cars.	No. 4. cars.	No grade.	Total
1891.													
September .....		5					13	4	16½	6	1	.....	45½
October.....					3		46	1	33	32	12	1	129
November.....		7	14½	8		5	9	12	22½	196½	112	4	390½
December.....		9	21	3	3	8	33	51	238	901	208	.....	1296
1892.													
January.....		20½	16		1	3	2	10	292	394	28	1	767½
February.....		3	4	1	1	1		.....	130	269	40	2	451
March.....		1	7		2	4		.....	20	396	24	1	455
April .....		1	14			3	3	11	15	315	16	1	379
May.....			6			2	4	41	96	528½	60½	10	748
June .....		1				2		27	24	383	247	82	766
July.....							2	4	1	31	27	4	69
August.....								.....	2	13	5	.....	20
September.....			1			1	8	4	151	23	5	.....	193
October.....		1				2	15	3	127	33	6	.....	190
November.....		1	2			3	6	20	23	113	6	.....	174
Total.....		49½	85½	13	10	35	141	188	1191	3634	620½	106	6073½

\* Corn is generally bought in this market in grade of No. 3 or better.

OATS.

	No. 1 white.	No. 2 white.	No. 3 white.	No. 4 white.	No. 2 oats color.	No. 3 oats color.	No. 2.	No. 3.	No. 4.	No grade.	Total.
	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.
1891.											
September .....	.....	2	109½	13½	4	84½	.....	27	5	.....	245½
October.....	.....	48	269	20	7	83	4½	66	7	.....	504½
November.....	.....	149	255	15	2	83	13	66	4½	2	589½
December.....	.....	12	81	3½	.....	30	13	37½	4	2	183
1892.											
January.....	.....	1	118	1	5	14	13	25	.....	.....	177
February .....	.....	2	98½	.....	1	14	1	21	3	.....	140½
March.....	.....	1	36½	2	10	9½	.....	.....	1½	.....	60½
April.....	.....	1	40½	1	1	8½	.....	1½	.....	.....	53½
May.....	.....	3	70	2	.....	10	.....	4	2	.....	91
June .....	.....	.....	100	8	.....	14	.....	4	.....	.....	126
July .....	.....	.....	32	5	.....	35	.....	9	3	3	87
August.....	.....	.....	2	.....	.....	.....	.....	.....	.....	1	3
September.....	.....	30	254	.....	1	5	.....	1	1	2	294
October.....	.....	55	234	4	.....	22	1	2	1	2	321
November.....	.....	9	145	5	.....	19	.....	5	.....	.....	183
Total.....	.....	313	1845	80	31	43½	45	269	32	12	3059

RYE.

	No. 1.	No. 2.	No. 3.	No. 4.	No grade.	Total.
	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.
1891.						
September .....		108	69½	10	1	188½
October.....		67½	54	6	.....	127½
November .....		58	36½	5½	.....	100
December.....		32	22½	4½	.....	59
1892.						
January .....		1½	9½	.....	½	11½
February ..		5	5	.....	.....	10
March.....		2	4	.....	.....	6
April .....		½	1	.....	.....	1½
May .....		1	1½	.....	.....	2½
June .....		.....	.....	.....	.....	.....
July .....		.....	.....	1	.....	1
August.....		2	1	.....	.....	3
September .....		31	.....	.....	.....	31
October.....	20	33	5	.....	.....	58
November .....	.....	8	2	.....	.....	10
Total.....	20	349½	211½	27	1½	609½

BARLEY.

	No. 1.	No. 2.	No. 3.	Rejected.	No grade.	Total.
	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.	No. of cars.
1891.						
September .....		.....	.....	6	.....	6
October.....		.....	16	22½	.....	38½
November .....		.....	5½	15½	1	22
December.....		.....	2	5½	.....	7½
1892.						
January .....		.....	.....	2	.....	2
February .....		.....	.....	1	.....	1
March.....		.....	.....	1	.....	1
April.....		.....	.....	.....	.....	.....
May.....		.....	.....	.....	.....	.....
June .....		.....	.....	.....	.....	.....
July .....		.....	.....	.....	.....	.....
August.....		.....	.....	.....	.....	.....
September .....		2	.....	.....	.....	2
October.....		12	16	2	.....	30
November .....		.....	4	2	.....	6
Total .....	.....	14	43½	57½	1	116

RECAPITULATION.

	Cars.
Wheat .....	2916
Corn.....	6073½
Oats .....	3059
Rye .....	609½
Barley .....	116
Total .....	12774

LINCOLN DEPARTMENT.

CHIEF INSPECTOR'S REPORT, FROM NOVEMBER,  
1891, TO NOVEMBER, 1892.

	No. cars Wheat.	No. cars Corn.	No. cars Ooats.	No. cars Rye.	No. cars Barley.	Total No. of cars.
1891.						
November .....	59	39	9	15	2	124
December.....	45	49	4	10	.....	108
1892.						
January .....	74	202	16	8	.....	300
February .....	58	126	18	7	.....	209
March .....	52	19	1	2	.....	74
April.....	4	10	2	.....	.....	16
May * .....	.....	.....	.....	.....	.....	.....
June * .....	.....	.....	.....	.....	.....	.....
July.....	.....	6	4	1	1	12
August * .....	.....	.....	.....	.....	.....	.....
September .....	10	18	24	45	.....	97
October.....	11	.....	5	53	.....	69
November .....	6	.....	.....	33	.....	39
Total.....	319	469	83	174	3	1048

\* No report.

NEBRASKA CITY DEPARTMENT.

COMMENCED OCTOBER, 1892.

Reports 191 cars of grain inspected during October 1892, and ninety-nine cars of grain inspected during the month of November, 1892.



The following is an itemized statement of receipts, expenditures, and indebtedness of the Omaha Grain Inspection Department from September 2, 1891, to January 31, 1892, as shown by the books and accounts in office of Chief Inspector of Omaha:

*Receipts.*

Jan. 31. Inspection 6950 cars at 35c .....	\$2432 50
31. Re-inspection of one car at \$1.....	1 00

*Expenditures—Expense.*

Jan. 31. Nebraska Tel. Co., rents and tolls..	\$19 55
31. Omaha Gas Co., gas.....	12 65
31. Chas. Shiverick & Co., furniture....	80 00
31. Chamber of Commerce, rent.....	80 00
31. Chas. E. Prunty, 2 grain "triers."....	36 10
31. Lobeck & Linn, testers, bars and sund.....	30 75
31. Bemis Bag Co., sample sacks.....	22 50
31. Chase & Eddy, stationery.....	13 15
31. State Treasurer, deposit.....	40 00
31. Festner Printing Co., printing.....	10 50
31. H. Lehman, painting.....	6 50
31. Rubber Stamp Co.....	1 75
31. Dewey & Stone, furniture.....	24 50
31. S. M. Martinovich, janitor, five months.....	20 00
31. R. P. Thompson, expense to Lin- coln, two trips and street car fare.	10 70

*Expenditures—Salaries.*

Jan. 31. R. P. Thompson, 5½ months at \$150 per month.....	\$825 00	
31. S. P. Anderson, salary.....	240 00	
31. J. L. Watrous, salary.....	234 30	
	<hr/>	
	\$1299 30	1727 95
	<hr/>	<hr/>
31. Balance chargeable to S. S. Blanch- ard.....		\$705 55

*Due and Unpaid—January 31, 1892.*

Jan. 31. Drovers' Journal, printing.....	\$175 40
31. Chas. Shiverick & Co., balance.....	43 70
31. Rees Printing Co., printing.....	68 40
31. Chamber of Commerce, rent.....	180 00
31. S. P. Anderson.....	160 00
31. Janitor, 1 month and 17 days.....	6 00
31. Nebraska Telephone Co.....	6 40
31. Chase & Eddy, blank books.....	4 40
	<hr/>
	\$644 30

Following is a statement of the receipts and expenditures from February 1 to Nov. 30, 1892, inclusive:

*Receipts.*

5824 cars at 35c.....	\$2038 40
Re-inspection 2 cars at \$1.....	2 00
	<hr/>
	\$2040 40

*Expenditures.*

J. L. Watrous, salary February and March.	\$140 00
Rent, March \$15, April, May, June and July \$7.50 per month.....	45 00
J. L. Watrous, expenses, car fare, etc.....	5 00
Nebraska Tel. Co., rent for March.....	5 00
C. A. Johnson, help.....	7 50
Expense—sundries.....	9 15
R. P. Thompson, on salary.....	1657 95
	<hr/>
	\$1869 00

*Paid on Old Indebtedness.*

S. P. Anderson, salary.....	\$160 00
Nebraska Tel. Co., tolls.....	6 40
Chase & Eddy, stationery.....	4 40
	<hr/>
	\$2040 40

Lincoln Department reports having received \$366.80 for inspecting grain, all of which has been applied to the payment of fees of the different grain inspectors for Lincoln, excepting the sum of \$10.50 disbursed for expenses.

Nebraska City Department reports having received \$100.50 for the inspection of grain at that point, and having paid out \$5.40 for expenses, balance going to inspector as fees.

OMAHA DEPARTMENT.

WEIGHMASTER'S REPORT FROM SEPTEMBER, 1891, TO NOVEMBER, 1892, INCLUSIVE.

MONTHS.	WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.	
	No. cars.	No. bushels.	No. cars.	No. bushels.	No. cars.	No. bushels.	No. cars.	No. bushels.	No. cars.	No. bushels.	No. cars.	No. bushels.
1891.												
September .....	65	40187	61	40120	209	227026	90	66131	7	5337	432	378801
October .....	787	408303	125	86428	481	557054	117	68577	63	44652	1573	1165014
November.....	741	464838	460	303644	655	727143	106	67442	41	33446	2003	1596513
December.....	303	182513	2267	1622597	264	306134	64	43805	16	9271	2914	2164320
1892.												
January.....	104	61045	860	595056	159	187055	17	9746	4	2913	1144	855815
February.....	104	59696	479	290215	127	148463	19	10887	2	1456	731	510717
March.....	72	41776	324	200663	63	67547	3	2361	3	2348	465	314095
April.....	20	11235	194	125418	69	79457	1	1029	.....	.....	284	217129
May.....	40	22196	491	289838	88	100743	2	2077	1	766	612	415620
June.....	53	30275	743	496884	131	153113	.....	.....	.....	.....	927	680372
July.....	91	50115	73	48608	91	100257	1	431	.....	.....	256	199411
August.....	3	1681	11	9122	1	1003	1	766	.....	.....	19	12572
September .....	168	111517	295	199675	280	312406	29	19275	3	1736	775	644669
October.....	118	72015	142	97817	355	401387	36	24808	40	31953	691	627980
November.....	53	30979	113	72617	233	260141	6	3646	17	12614	422	379997
Total.....	2722	1587861	6631	4478702	3206	3628929	492	320981	197	146492	13248	10162965

The following is an itemized statement of the receipts and expenditures and indebtedness of the weighmaster's department at Omaha, from September 1, 1891, to November 30, 1892. Reported by W. B. Taylor, state weighmaster at Omaha:

*Receipts.*

Weighing 13,248 cars at 25 cents .....	\$3312 00
--	-----------

*Expenditures.*

Room rent, Board of Trade.....	\$160 50	
Janitor service .....	9 00	
Printing .....	105 10	
Furniture.....	54 00	
Incidental expenses.....	32 20	
Gas bills.....	5 07	
		\$365 87

*Salaries Paid.*

S. J. Wickerly.....	\$132 75	
Ed. Morgan.....	49 75	
Chas. Dutton.....	8 00	
C. E. Taylor .....	497 95	
T. H. Reasoner.....	440 10	
W. B. Taylor.....	1816 93	
		2945 48
Amount in bank .....		65
		\$3312 00

*Balance Indebtedness.*

Printing and stationery.....	\$2 75	
Office rent .....	39 00	
T. H. Reasoner (salary).....	32 50	
C. E. Taylor (salary).....	605 00	
W. B. Taylor... ..	683 10	
		\$1361 35

State weighmaster in Lincoln makes no report.

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